

regulations for the quarantine of cattle crossing the frontier, have been disallowed.

TORONTO, April 7th.
The *Empire* (Government organ) referring to Tupper's mission to Washington and the postponement of the discussion of trade matters, says: "While it might have been more satisfactory to have had the question at issue dealt with immediately, there seems to be no reason for regret in the circumstances which led to the postponement, as they are favorable to ultimate success."

The *Globe* says the result is a humiliating failure. The last hope of access to the markets of the United States through the Tupper Government seems to have disappeared and Canada must reap the consequences of the folly, virulence and bungling of their rulers and of the recent indecision of a Government which dare not move beyond the limits fixed by the restrictionists. The *Mail* says: "The whole course of discussions and negotiations up to this point serves to show two things—first, that if any arrangement is to be reached it will not take the form of an actual treaty, but of an agreement to submit to concurrent legislation, and, second, that an agreement based upon natural products only, is out of the question."

WASHINGTON, April 7th.
In an interview this afternoon ex-Congressman McKinley declared against Canadian reciprocity. He says that the United States have nothing to gain from such reciprocal relations.

CALCUTTA, April 8th.
The Miranpur disorders are spreading, and the Afghans are becoming excited. The conduct of the Amer of Afghanistan is considered suspicious.

LONDON, April 8th.
The *Chronicle* says the Marquis of Lansdowne has intimated a desire to resign the Viceroyship of India on account of ill health and for other reasons.

The *Standard's* St. Petersburg and Jassy correspondents continue to report activity among the Russian troops, great numbers of which are being massed on the Austro-Hungarian frontier. The Jassy correspondent gives a detailed account of the movement of the Russian troops.

Levi Brothers' dealers in Oriental wares here, with branch houses in Paris and Constantinople, have failed. The firm's liabilities are estimated at \$425,000; assets \$125,000.

PARIS, April 8th.
Edmond D-haut de Presseuse, the well-known French Protestant pastor and writer, died to-day.

BURKIN, April 8th.
In consequence of the Russian staff of troops on the Galician and Sicilian frontiers the German Government has decided to strengthen the eastern frontier garrisons.

NEW YORK, April 8th.
Minister Blair was questioned to-day as to the published stories that before his appointment he had vigorously fought Chinese immigration and denounced the race as leprous, while after his appointment, he hesitated to declare that his remarks were made for campaign purposes, in order to assist in carrying California for the Republicans. He replied:

"If you get the *Constitutional Record* for September you will see what I said on the Exclusion bill. You must not believe the various reports you hear."

Blair declined to discuss the matter further.

WASHINGTON, April 8th.
The jury in the case of Charles E. Kincaid, the newspaper correspondent indicted for shooting ex-Representative Taubee of Kentucky, in February, 1890, after being out nearly three hours this afternoon, returned a verdict of acquittal. When the foreman of the jury announced the verdict Kincaid heartily shook the hand of each juror, thanking them for the verdict. His friends warmly congratulated him upon the happy termination of the trial.

ROME, April 8th.
The trial of Bart of 179 members of the "Mala Vini" society excites intense interest. A few admit that they would certify persons by order of the society under fear of death.

The evidence of the informers caused great excitement in court to-day. The prisoners shouted and gesticulated to their friends in court, and the uproar amounted almost to a riot.

The *Messenger* announces that upon the reassembling of the Chamber of Deputies the Premier will submit the correspondence exchanged between the United States and the Italian Government on the subject of the New Orleans lynchings.

Many well-informed people here declare that Fava's recall was precipitated to afford the Italian Ministry reasons for its failure to effect the promised reductions in the army, navy, and other national expenditures.

The *Italia* to-day expresses the opinion that Americans have but one good—their strong-box. It further says: "In this strong-box we must strike them, demanding the largest possible indemnity."

HALIFAX, April 8th.
Elections for members of the Nova Scotia Legislature were held yesterday in Cape Breton, Antigonish and Pictou counties. The results caused by the resignation of Liberal members to run in the Dominion elections. The Liberals carried all these counties.

MADRID, April 8th.
Premier Castillo gave a banquet last evening in honor of General John W. Foster, special American representative in the negotiations between Spain and the United States for a reciprocity treaty.

DUBLIN, April 8th.
At the first public meeting of the National Federation yesterday it was announced that the account in John Dillon's name had been overdrawn to the extent of \$15,000, and that there were other urgent liabilities to the amount of \$40,000. It was consequently resolved to call upon McCarthy and Parnell to immediately release a sum from the fund held in Paris sufficient to meet the present and future liabilities.

LONDON, April 8th.
In connection with the charge made by Parnell recently, that Gladstone received American dynamite at his residence at Hawarden, the *St. James's Gazette* this evening publishes a story to the effect that Atkinson of Detroit, Mich., and Dr. O'Reilly visited England in 1889 as emissaries of Alexander Sullivan and as representatives of the Irish-American extremist party, and that while in England upon this occasion the two gentlemen named visited Gladstone. The *St. James's Gazette* adds: "As Dr. O'Reilly's name is one of the most notorious in connection with the dynamite, Gladstone could not have received him or Atkinson without knowing their true character."

It reported here on reliable authority that gold has been found in large paying quantities in Honduras. The American Honduras Company, working on the Guape river, passed out over \$100,000 in two weeks' work.

ROME, April 8th.
The Socialists throughout Italy are organizing a demonstration for the 1st of May. As a preparation for the demonstration they have issued a sinister manifesto, printed on red paper, which is being secretly distributed among workmen.

WASHINGTON, April 8th.
President Harrison was in consultation for over an hour this morning with Secretary Blaine. It is learned that the conference was upon the philosophy of the late part of Blaine's intended reply to the Rudin dispatch. The previous correspondence in the matter has been handled solely by Blaine, but it is understood the question of treaty obligations has been discussed more fully.

nature, and it is necessary to have set forth in fully an interpretation of the treaty which will stand. President Harrison is anxious to have the treaty coming reply to appear in such language that its meaning cannot be destroyed.

DUBLIN, April 8th.
When Lady Zetland and Miss Balfour to-day reached Clare in their tour of aid distribution, the Clare boatmen presented a remarkable address, referring to diversions by unscrupulous politicians of the funds sent from America for the assistance of the poverty-stricken people of Ireland.

LATE TELEGRAMS.

CAMP PAPER, April 25th.
General Graham and staff arrived here to-day. On their arrival, information was received that a thousand Manipuris had entrenched themselves about five miles off. Two hundred 24th Gurkhas, one hundred 12th Burma, and 2 guns were despatched to attack the position.

The entrenchment was surrounded and attacked by our troops. The enemy offered great resistance and showed considerable courage. The position was stormed and taken.

In the attack the Jamadar Adjutant of the 24th Gurkhas was killed and one sepoy was severely wounded, Captain Carnegie of the Gurkhas, Lieutenant Grant 12th Burma, and Lieutenant Cox 12th Burma Mounted Infantry, were all severely wounded. Captain Drury was slightly wounded.

The enemy's loss was 128 killed round about the stockade, besides a large number killed by the mounted infantry and several more by the guns. The total loss of the enemy is estimated at about two hundred.

BERLIN, April 26th.
The Emperor William has sent a message of condolence to the relatives of the late Count von Moltke, in which he says that the latter's death is a greater loss than that of a whole Army Corps.

PARIS, April 26th.
The French press comment upon the death of Count von Moltke in an unflattering spirit.

BOMBAY, April 26th.
An extraordinary fatality occurred at the University clock tower last evening. Two young Parsi women, at an interval of a few minutes, fell to the ground and were killed. From appearances, and the information which can be gathered, it is believed they were molested by two Mussulmans and leapt from the windows of the staircase to escape from them. No arrests have yet been made.

APRIL 28th.
Dr. Nadashah, who first examined the Parsi girls after the fall from the University tower, is convinced that they were murdered. The relatives offer fifteen hundred rupees reward for evidence.

CALCUTTA, April 28th.
The Kohima column arrived at Kairong yesterday and was to attack Manipur simultaneously with the Tama Column to-day. No fighting has taken place on the march. It is reported that the Maharajah has fled, but Senapati is still in Manipur.

The three columns arrived at Manipur simultaneously on Monday and occupied the town without resistance. The Maharajah and Senapati are reported to have fled in the direction of the Chinese frontier.

BERLIN, April 28th.
The body of the late Count von Moltke was conveyed to-day by the Head-quarters Staff of the German Army to the railway station, from whence it will be taken to-morrow to Kriessau for interment. An imposing military procession was formed, the Emperor William, King Albert of Saxony, and the Royal Princes following the hearse on foot.

Prince Bismarck was not present.

LONDON, April 28th.
The Bill, introduced by Lord Knutsford for enforcing the observance of treaty rights in Newfoundland, passed the second reading in the House of Lords last night. Lord Knutsford agreed to defer the second reading of the Bill in the House of Commons until after Whitehall, with a view of allowing time for the Newfoundland Legislature to pass a Bill of its own to secure the observance both of the treaties in force with France, and the decision of the arbitrators in the lobster question, when made known. His Lordship said that otherwise his Bill would be rapidly pushed on.

Later, accounts from Chili, relating to the reported sinking of the insurgent frigate *Huascar*, differ in many particulars, some of them denying that the vessel has been sunk at all.

APRIL 29th.
The Queen has left Grassano on her return journey to England.

The influenza epidemic, which has been raging in the North of England, has now reached London. The disease is of the same type as that which prevailed last year.

CAPE TOWN, April 29th.
The census of the whole of Cape Colony shows the population to be one million and a half.

ROME, April 29th.
A Papal encyclical will shortly be issued on social questions. The central idea is to place the Catholic Church at the head of the social movement, and demands will be made for intervention in fixing the hours of labour and the minimum rate of wages to be paid, and for regulating the work to be performed by women.

PARIS, April 29th.
The Government has issued an order forbidding meetings in the streets of Paris on Friday, the 1st May, the day fixed for the labour demonstration on the Continent. The troops in Paris will be confined to barracks on that day.

LONDON, April 30th.
Four of the gunners of the 34th Battery of Royal Artillery, who refused duty at Portsmouth on the 19th inst., have been sentenced to two years' imprisonment. Promotion amongst the non-commissioned officers of the Battery has been stopped, one being reduced to the ranks and four returned to the depot.

Preparations are being made by the various Continental Governments for maintaining order at the Labour demonstrations which take place to-morrow, 1st May. The troops in garrison at the principal centres have been increased, and meetings in the streets of Paris have been forbidden.

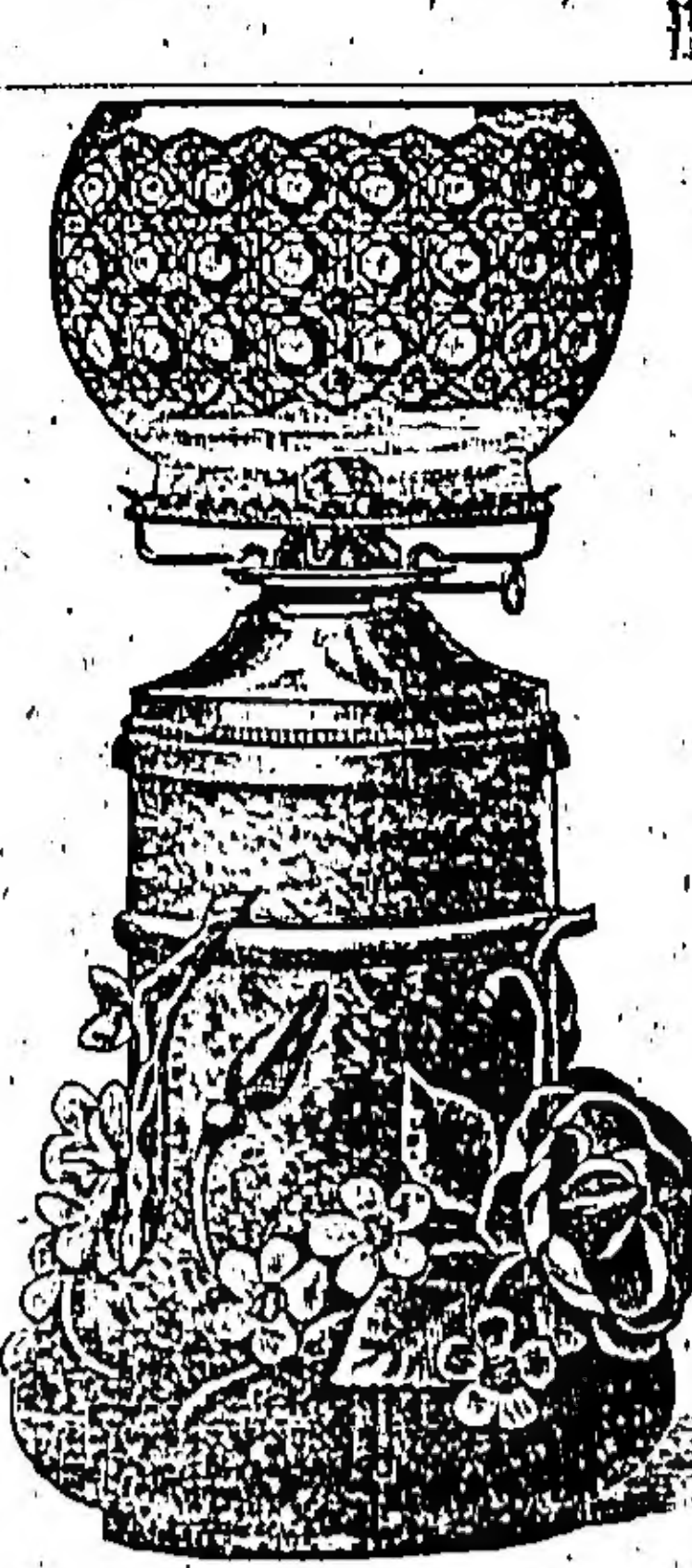
Sir W. Whiteway, the Premier of Newfoundland, and the other delegates now in England, are conferring by telegraph with the authorities at St. John's with a view to inducing them to introduce a Bill into the Newfoundland Legislature, rendering Lord Knutsford's Bill needless.

MAY 1st.
The Queen arrived at Windsor to-day.

Up to noon to-day everything has remained quiet in Paris and Berlin and it is expected the day will pass over without any disturbance arising in any of the different capitals on the Continent.

BOMBAY, May 1st.
D. D. Shroff, the Finance Assistant Manager of the Oriental Assurance Company, is charged with the embezzlement of three lakhs of rupees and a warrant has been issued for his apprehension. The delinquencies are understood to represent the excess of the market value over the value of the Company's investments represented in the books. Messrs. B. and A. Homajee are to go through the bankruptcy court.

The *Times* of India says that the losses have been caused by the most reckless gambling on exchange over known in Bombay.



Intimations.

LAMPS. LAMPS. LAMPS.

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TIENTSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, April 28th.

Yesterday Mr. Joseph von Haas, Austrian Consul at Shanghai, left here by boat for Peking. It is stated that Mr. H. Mandl is awaiting his arrival at Tunchow. Last November Messrs. H. Mandl & Co. filed with Li Hung-chang their tender, with terms and conditions, on behalf of thirty million taels, to build the proposed railway and it was reported here that they had secured the loan; but that is too good to be true, although many people here, both Chinese and foreigners, declare it is, and that Mr. Haas is on his way to Peking to settle it finally. There is no doubt that Messrs. Mandl & Co. did tender for the loan through their Chinese friends at Peking. 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Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank, cum New Issue, —216 per cent. premium, buyers.
 Union Insurance Society of Canton—\$95 per share, buyers.
 Chioa Traders' Insurance Company—\$63 per share, buyers.
 Northern China Insurance—Tls. 275 per share, buyers.
 Canton Insurance Company, Limited—\$115 per share, sellers.
 Yangtze Insurance Association—Tls. 70 per share, nominal.
 On Tai Insurance Company, Limited—Tls. 150 per share, sellers.
 Hongkong Fire Insurance Company—\$308 per share, sellers.
 China Fire Insurance Company—\$82 per share, sellers.
 Hongkong and Whampoa Dock Company—\$96 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sellers.
 China and Manila Steam Ship Company—120 per share, sellers.
 Hongkong Gas Company—\$131 per share, sellers.
 Hongkong Hotel Company—\$120 per share, buyers.
 Hongkong Hotel Co's Six per cent. Debentures—\$50.
 Indo-China Steam Navigation Company, Limited—30 per cent. discount, buyers.
 Douglas Steamship Company—\$46 per share, sellers.
 China Sugar Refining Company, Limited—\$192 per share, buyers.
 Luson Sugar Refining Company, Limited—\$92 per share, buyers.
 Hongkong Ice Company—\$90 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$75 per share.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
 A. S. Watson & Co., Limited—\$21 per share, sellers.
 Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
 Chinese Imperial Loan of 1885 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$125 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 Panjion and Sunghie Doo Samantan Mining Co.—\$4 per share, buyers.
 The Rung Gold Mining Co., Limited—80 cents per share, sales and buyers.
 Inuris Mining Co., Limited—\$10 per share, sellers.
 The Balmoral Gold Mining Co., Limited—\$7 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$81 per share, buyers.
 Tongkin Coal Mining Co.—\$410 per share, buyers.
 The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
 The East Borneo Planting Co., Limited—\$10 per share, buyers.
 H. G. Brown & Co., Limited—\$51 per share, buyers.
 The Songel Koyah Planting Co., Limited—\$131 per share, buyers.
 Crickchank & Co., Limited—\$35 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.
 The China-Borneo Co., Limited—\$16 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
 The Green Island Cement Co.—\$17 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$87 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$6 per share, sellers.
 Geo. Fenwick & Co., Limited—\$14 per share, sales.
 The West Point Buildings Co., Limited—\$30 per share, sellers.
 The Peak Hotel and Trading Co., Limited—\$8 per share, sellers.
 The Labuk Planting Co., Limited—\$25 per share, sellers.
 The Lamag Planting Co., Limited—\$7 per share, buyers.
 The Jebeu Mining and Trading Co., Limited—\$21 per share, sellers.
 The China Tin Mining Co., Limited—\$1 per share, sellers.
 The Shamen Hotel Co., Limited—nominal.
 The Kowloon Land Investment Co., Limited—\$15 per share, buyers.
 The Bank of China & Japan & the Straits Ltd.—\$17 per share, sellers.
 The Bank of China & Japan & the Straits Ltd.—Founders' shares, \$180 per share, sellers.
 The Hongkong Marine, Ltd.—nominal.
 London and Pacific Petroleum Co., Ltd.—£15, sellers.
 The National Bank of China, Ltd.—30 per cent. dis., sellers.
 The National Bank of China, Ltd.—Founders' shares, \$425 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T.3/11
 Bank Bills, on demand3/11
 Bank Bills, at 4 months' sight3/11
 Credits at 4 months' sight3/21
 Documentary Bills, at 4 months' sight3/21
 ON PARIS—
 Bank, Bills, on demand3/95
 Credits, at 4 months' sight4/05
 On India, T. T.222
 On Demand222
 ON SHANGHAI—
 Bank, T. T.711
 Private, 30 days' sight711

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes Co's steamer *Orsay*, with the French mail of the 17th ultimo, left Singapore on the 14th instant at 5 a.m. and may be expected here on the 20th.
THE AMERICAN MAIL.
 The O. & S. S. Co's steamer *Galle*, with mails from San Francisco to the 25th ultimo, left Yokohama on the 13th instant and may be expected here on the 19th.
THE AUSTRALIAN MAIL.
 The E. & A. S. S. Co's steamer *Memmut*, left Port Darwin on the 6th instant and may be expected to arrive on the 15th.
THE CANADIAN MAIL.
 The Canadian Pacific Steamship Co's steamer *Empress of India* left Vancouver for Japan and Hongkong on the morning of the 9th inst.

STEAMERS EXPECTED.

The Union Line steamer *Esperanza* left Singapore on the 8th instant and may be expected to arrive on the 17th.
 The Austro-Hungarian Lloyd's S. N. Co's steamer *Thalia*, from Trieste, left Singapore on the 8th instant at 5 p.m. and is due here on the 15th.

The Ocean Steamship Co's steamer *Laurel* left Singapore on the 11th instant and is due here on the 17th.
 The P. & O. S. N. Co's steamer *Veneta* left Bombay on the 4th instant at 5 p.m. and is due here on the 21st.

Shipping.

ARRIVALS.
 TEHRAN, British steamer, 1,681, G. W. Hall, 13th May, Dombay 25th April, and Singapore 7th May, General.—P. & O. S. N. Co.
 CITY OF RIO DE JANEIRO, American steamer, 3,548, Wm. Ward, 13th May, San Francisco 14th April, Honolulu 23rd, and Yokohama 7th May, Mails and General.—P. M. S. S. Co.
 THUMPH, German steamer, 674, J. Bruhn, 13th May, Pakhol, and Hothow 12th May, General.—Ed. Schellhaus & Co.
 TAITOS, German steamer, 1,346, J. Hseler, 14th May, Wuhu 8th May, Rice, Geo. R. Stevens & Co.
 KWEIYANG, British steamer, 1,604, A. W. Oster, 14th May, Wuhu 10th May, Rice, Butterfield & Swire.
 DIAMANT, British steamer, 514, G. A. Taylor, 14th May, Manila 11th May, General.—Russell & Co.
 PROTOS, German steamer, 1,050, H. Johansson, 14th May, Saigon 9th May, Rice and Paddy, Tung Kee.
 NINOPO, German steamer, 762, R. Kohler, 14th May, Whampoa 14th May, General.—Siemssen & Co.
 BATAVIA, British steamer, 1,667, J. R. Hill, 14th May, Whampoa 14th May, General.—Dodwell, Carilli & Co.
 CHU-YUN, Chinese steamer, 1,211, C. R. Null, 14th May, Chinkiang 9th May, Rice and Oil.—C. M. S. N. Co.
 SIAM, British steamer, 991, John M. Tulloch, 14th May, Saigon 10th May, Rice.—Chee Bee & Co.
 STUTTGART, German steamer, 3,452, W. von Schuckmann, 14th May, Bremen 14th April, and Singapore 6th May, Mails and General.—Melchers & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 Fokien, British steamer, for Swatow, &c. *Propentis*, British steamer, for Singapore.
 Arday, British steamer, for Taiwanloo.

DEPARTURES.

May 14, *Sury Wong*, British steamer, for Kobe.
 May 14, *Clara*, German steamer, for Hainphong.
 May 14, *Bokhara*, British str., for Singapore, &c.
 May 14, *Arday*, British str., for Taiwanloo.
 May 14, *Fokien*, British str., for Swatow, &c.
 May 14, *Tyler*, German str., for Whampoa.
 May 14, *Kueiyang*, British str., for Whampoa.

PASSENGERS—ARRIVALS.

Per *Diamant*, str., from Manila.—Messrs. W. H. Waters, W. T. Waters, and J. Smart, and 46 Chinese.
 Per *City of Rio de Janeiro*, str., from San Francisco, &c.—Mrs. J. P. Thornton, Miss Bryce, Dr. W. E. S. Fales, Messrs. R. H. Bruce, C. F. Von Santen, Wm. Rhodes, M. Flatterer, and L. Anderson.
 Per *Teheran*, str., from Bombay, &c.—125 Chinese.
 Per *Protos*, str., from Saigon.—32 Chinese.
 Per *Stuttgart*, str., from Bremen, &c.—Consul Butler, Miss A. Gertrude, Captain O. W. Lindholm and family, Messrs. Regierath, Rast Moshas and family, A. H. Ward, O. Bogacki, Oscar, Emil Ruchow, V. Yamasabio, A. F. Freyer, Shepherd and child, Ernst Krug, F. D. Brown, and 184 Chinese.

REPORTS.

The British steamer *Kueiyang* reports that she left Wuhu on the 10th instant. Had dense fog.
 The British steamer *Teheran* reports that she left Bombay on the 25th ultimo, and Singapore on the 7th instant. Had fine weather.
 The British steamer *Staw* reports that she left Saigon on the 10th instant. Had light south-westerly winds and fine weather throughout.
 The German mail steamer *Stuttgart* reports that she left Singapore on the 9th instant. Experienced light changeable winds and smooth sea.
 The Chinese steamer *Chuyuan* reports that she left Chinkiang at 7 p.m. on the 9th instant, and Woeosung on the 10th at 10.30 a.m. Had light variable winds with fog to ocean; therefore she shows no port.
 The British steamer *Diamant* reports that she left Manila on the 11th instant. Had light to moderate south-westerly winds with considerable swell. Near the Lemas had squally weather with heavy rain.
 The American mail steamer *City of Rio de Janeiro* reports that she left San Francisco on the 14th ultimo, Honolulu on the 23rd, and Yokohama on the 7th instant; arrived here yesterday at 3.50 p.m. Passengers from San Francisco 28 days, 7 hours, and 14 minutes. From Yokohama 6 days and 20 minutes. Had thick fog from above Turnabout to below Chapel Island.

Post Office.

A MAIL WILL CLOSE.
 For Swatow and Bangkok.—Per *Para Chien* Miao tomorrow, the 15th instant, at 4.30 p.m.
 For Swatow, Amoy, & Fookien.—Per *Namun* to-morrow, the 15th instant, at 11.30 a.m.

SHIPPING IN HONGKONG.

STEAMERS.
 ADVENIA, British steamer, 2,143, J. C. Williamson, R.N.R., 11th May, Saigon 7th May, Rice.—Dodwell, Carilli & Co.
 ALWINE, German steamer, 400, Petersen, and May, Pakhol, via Hothow and May, General.—Wieder & Co.
 ARABROON, British steamer, 1,402, J. G. Spence, 23rd April, Calcutta 8th April, Penang 14th and Singapore 17th, Opium and General.—D. Sassoon, Sons & Co.
 BAYVIEW, British steamer, 1,510, Waring, 12th May, Cardiff 26th March, Coals.—British Government.
 CHOW-CHOW-FOO, German steamer, 796, F. Clausen, 10th May, Whampoa 10th May, General.—Melchers & Co.
 DELTA, French steamer, 717, Abbal, 13th May, Hainphong 10th May, General.—Messrs. Brandt & Co.
 FAINE, British steamer, 1,117, Lion, Wm. G. Conley, R.N.R.—Hongkong Government tender.
 GENERAL WARDEN, German steamer, 3,600, M. H. Elchler, 13th May, Yokohama 26th April, Mails and General.—Melchers & Co.
 GHAZZI, British steamer, 1,764, A. Scotland, 10th May, Saigon 7th May, Rice.—Dodwell, Carilli & Co.
 GLANFURN, British steamer, 1,396, E. Norman, 13th May, Saigon 9th May, Rice.—Judist, Matheson & Co.

HONGKONG—STEAMERS.

Continued.
 GUTHRIE, British steamer, 1,494, N. Shannon, 13th May, Kobe 6th May, General.—Russell & Co.
 JAPAN, British steamer, 1,865, J. G. Ollant, 13th May, Calcutta 26th April, and Singapore 6th May, Opium and General.—D. Sassoon, Sons & Co.
 LANCELOT, British steamer, 1,564, J. Thomas, 10th May, Saigon 6th May, Rice and Paddy.—Arnhold, Karberg & Co.
 NAMOA, British steamer, 863, Goddard, 13th May, Fochow 10th May, Amoy 11th, and Swatow 12th, General.—D. Laprak & Co.
 PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 9th May, Bangkok 3rd May, General.—Yuen Fat Hong.
 PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
 POLYTHYMOS, British steamer, 1,813, Wm. Lee, 13th May, Liverpool 26th March, and Singapore 6th May, General.—Butterfield & Swire.
 POLUX, German str., 898, H. Hallmers, 13th May, Saigon 8th May, Rice and Paddy.—Melchers & Co.
 PROPONTIS, British steamer, 1,387, W. H. Farrand, 5th May, Saigon 1st May, Rice.—Order.
 SIKHAN, British steamer, 845, E. F. Stovell, 11th May, Saigon 7th May, Rice and Paddy.—Chinese.
 SOMDETH PHRA NANG, British steamer, 1,057, R. Jones, 10th May, Bangkok 2nd May, and Koh-chang 4th, Rice and Teakwood.—Yuen Fat Hong.
 TAI YUET, German steamer, 902, N. H. Enke, 13th May, Saigon 8th May, Rice.—Meyer & Co.
 TIVOT, British steamer, 1,349, Waring, 12th May, Japan 6th May, General.—Dodwell, Carilli & Co.
 VIKTORIA, British steamer, 1,876, F. H. Seymour, 10th May, Yokohama 2nd May, Mails and General.—P. & O. S. N. Co.

SAILING VESSELS.

ADOLPH OBERG, American bark, 1,376, F. Carleton, 5th March, New York 31st August, Kerosene Oil.—Reuter, Brockmann & Co.
 ALTAIR, British bark, 399, J. Munro, 6th May, Tamsui 30th April, Coals.—Wieder & Co.
 AUSTRIA, British bark, 1,101, Geo. N. Dakin, 30th April, New York 11th Nov., Kerosene Oil.—Wieder & Co.
 COLUMBUS, German ship, 1,428, L. Heeslop, 21st April, Singapore 20th March, Timber.—Melchers & Co.
 DON JUSTO, American bark, 708, B. Nelson, 21st April, Singapore 28th Feb., Timber. Captain.
 DOROTHEA, German bark, 620, H. F. Moeller, 25th March, Hamburg 20th Oct., General.—Siemssen & Co.
 DOROTHY, British bark, 310, Angus Croal, 21st April, Pigeon and April, Timber.—Gibb, Livingston & Co.
 HYDRA, Danish bark, 785, C. Christensen, 26th April, Hamburg 5th December, General.—Carlowitz & Co.
 KRISTINA NILSSON, German brig, 280, C. J. Boysen, 7th May, Taiwanloo 5th May, Sugar.—Chinese.
 MARIE-BERO, German bark, 336, L. Hindrichs, 26th April, Singapore 26th March, Timber.—Wieder & Co.
 MCCLUREY, American ship, 1,313, F. L. Oakes, 23rd April, New York 30th November, Petroleum.—Order.
 SARA MEREDITH, Peruvian schooner, 245, A. Munzinger, 4th July, Saigon 27th June, Rice.—Captain.
 ST. JAMES, American ship, 1,487, W. D. Burnham, 28th April, Shanghai 21st April, Ballast.—Russell & Co.
 VERNON, Norwegian bark, 356, O. P. Larsen, 22nd April, Kot Island 17th March, Timber.—Siemssen & Co.

Intimations.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR, one of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
 In the event of complaints being found necessary, communication with the Underigned is requested; when immediate steps will be taken to rectify the cause of dissatisfaction.
 D. GILLIES, Secretary.

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 36 grains troy.)
 IT is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!
 Hongkong, 26th May, 1890.

J. & R. HARVEY & Co.,
 DUNDEE DISTILLERS, GLASGOW.
 Established 1779.

SCOTCH WHISKIES.
 Finest Pure Malt Scotch Whisky.
 O.H.M. Old Highland Malt Whisky.
 F.O.S. Fine Old Scotch Whisky.
 V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co's Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are consequently recommended where a Pure, Wholesome Spirit is desired.
 Over one million Gallons produced annually.
 For Prices and Samples, apply to
 G. RENNIE STEWART,
 12, D'Aguiar Street, Hongkong.
 Sole Agent for China and Japan.
 Hongkong, 25th August, 1890.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
THE U. S. Mail Steamship.

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 19th May, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
 To San Francisco.....\$225.00
 To San Francisco and return, 393.75
 To Liverpool.....325.00
 To London.....330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required. Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

25th April, 1891.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship.

"GAELIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 30th May, at 1 p.m.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
 To San Francisco.....\$225.00
 To San Francisco and return, 393.75
 To Liverpool.....325.00
 To London.....330.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, 7th May, 1891.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 7th day of June, 1891, at 11 A.M., the Company's Steamship "STUTTGART," Captain's Schuckmann, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 p.m. Specie and Parcels not to be sent on Board; they must be left at the Agency's Office. Contents and Values of Packages are required.

The Steamer has splendid Accommodation, and carries a Doctor and Stewards.

For further Particulars, apply to **MELCHERS & Co., Agents.**

Hongkong, 13th May, 1891.

G. FALCONER & CO., WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS, N. A. TICAL INSTRUMENTS, CHARTS AND BOOKS.

No. 45, Queen's Road Central.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG, 1891.
 (SUBJECT TO ALTERATION).

Empress of Japan | Tuesday... | June 2nd.
Empress of India | Tuesday... | June 30th.
Empress of China | Tuesday... | July 28th.

THE Steamship

"EMPRESS OF JAPAN," Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 2nd June, with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGHAI, NAGASAKI, Island Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.
 FROM HONGKONG, FIRST CLASS, To Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. San Francisco, Calgary, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Maine), Halifax, St. John.

To Liverpool and London\$225.00
 To Winnipeg.....\$275.00
 To Minneapolis, St. Paul, Duluth.....\$285.00
 To Chicago, Kansas City, St. Louis, Milwaukee.....\$295.00
 To Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London (Ont.), Toronto, Niagara Falls.....\$305.00

To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Maine), Halifax, St. John.

To Liverpool and London\$225.00
 To Paris and Bremen\$245.00
 To Havre and Hamburg\$255.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only. Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 12 months at 25 per cent. off Return Fare.

Time is reckoned from the date of issue to date of re-embarkation at Vancouver.

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed to per cent. off the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at 50 per cent. off 4 months \$575.

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to **ADAMSON, BELL & Co., Agents.**

Hongkong, 5th May, 1891.

Hotels.

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY AND RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Malakal in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive

promenades and pleasure grounds, including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent, and the Flagstaff in its centre can be seen from a great distance in every direction.

The Hotel is replete with every accommodation for Families and Gentlemen.

The Manager, Mr. ROBERT ISHERWOOD, will be assisted by an Efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Billiard, and Private Sitting Rooms, with Fifty-four Bedrooms each provided with separate Bath-room and every convenience.

Tramway Tickets will be supplied to Visitors at Reduced Rates.

The Hotel will Open on or about the QUEEN'S BIRTHDAY.

The Naval Court of Inquiry into the loss of the *Holme Eden*, which was held at Shanghai the 5th inst., returned the following finding: That the *Holme Eden* was an iron and steel vessel, number 95, 12,200 gross registered tonnage, built at Glasgow, and belonging to the port of London. It was on her way from Hongkong to London, when, on the 26th inst., she was wrecked on the coast of the island of Hainan, China, about half-past three in the morning. The vessel was driven on shore from two to three miles in the direction of the coast, and the water, invading the engine-room, making the engines useless within half-hour of the occurrence, that, fearing the vessel was about to founder, the master, crew, and passengers abandoned her finally in two boats, and were rescued and brought to Hongkong. The Chinese gunboat *Chao-an* was the first to pick up the survivors. The official number of the vessel is 95, and the evidence the Court is of opinion that the *Holme Eden* was lost in consequence of an unusual and strong current, setting north, and a heavy weather, that the master committed an error in judgment in not keeping his south-south-east course until the weather cleared sufficiently to enable him to verify his position (that after the vessel had drifted northward, the proper measures should have been taken to return southward), and the lives of the crew, and the vessel, under the circumstances had no alternative but to abandon ship. The certificates of the master and crew are returned to them accordingly. The sentences of the Court, fixed at eight pounds and pence, are approved.

THE DEPARTURE OF SIR G. W. DES VŒUX.

PRESENTATION OF ADDRESSES.

At Government House this morning (7th inst.) Dr. Eitel, Inspector of Schools, Mr. A. J. May, acting head-master of Victoria College, and three Chinese teachers, met to present H.E. Sir G. W. des Vœux with an address on behalf of the Education Department.

Dr. Eitel, in making the presentation, said that the address was expressive of the unanimous feeling of the officers in the Department. It was as follows:—

To H.E. Sir G. William des Vœux, K.C.M.G., Governor of Hongkong and its Dependencies, etc., etc.

May I please your Excellency.

We, the undersigned Officers of the Education Department, respectfully express to your Excellency our sincere regret at the departure of your Excellency from Hongkong, and our warm wishes for your success in all your future undertakings.

By the conversion of the Aided Schools (in the native villages) into Government Schools, your Excellency has not only placed elementary education, free of any school fee, within reach of the whole village-population and provided the means for raising the standard of the teaching given in these Schools, but removed thereby a patent flaw in the education system of the Colony, which, before your Excellency's arrival, while offering cheap education for the middle classes, had left the poorest classes, in the villages, under a heavy burden of school fees and their teachers in a condition of abject poverty.

By the opening of the Government Central School for Girls, which your Excellency courageously resolved upon, in spite of influential opposition and popular prejudice, your Excellency has furnished the Eurasian female population of the Colony, for whose education no unsectarian provision had ever been made before, with the means of obtaining a liberal Anglo-Chinese education, and founded a school which, started as a mere experiment seeking to create a large development in the future, and which is likely to promote also among the Chinese female population a knowledge of the English language and an education which will tend to diminish the gap still existing in the Colony between the education of Chinese men and women.

By both of the foregoing measures your Excellency has, moreover, created an important and permanent factor in the educational movement towards reducing, step by step, the present undue proportion of uneducated children in the Colony.

As the Victoria College is the centre of the educational system of the Colony, it is very perceptible that it has greatly benefited by the changes above mentioned. The number of the candidates entering the College are not only more numerous, but are far better grounded in English elements than in former years. Another noticeable result, and one, too, that has caught the attention of outside visitors, is that the age at which candidates enrol themselves in Victoria College is considerably below what it was years ago.

We would also thank your Excellency for the better financial position of the Officers of the Education Department effected during your Excellency's administration, which measure has also improved the social aspects of their position.

Dr. Eitel added that the original address would be forwarded as soon as it was completed and signed.

His Excellency, in reply, said—Dr. Eitel, gentlemen—You have told me that this address is presented in a merely provisional way, and that it will be forwarded to me hereafter. I regret to say that my mind also is provisional; I have had, as you know, a great pressure of work during the last few days, and my consideration of the matters contained in this and other addresses about to be presented, has been necessarily of the most cursory kind. I cannot, however, let your kind words pass without the acknowledgment that arises at the moment. It has given me very great pleasure to receive this, because it is so completely unexpected. I have never, and am bound to admit, been able to remove doubts from my mind as to the advantages of general education, which in these days are held to be so great. But considering that the wisdom of the world, or rather of the Anglo-Saxon world, almost universally regards these advantages as being unquestioned, I have never allowed those doubts to influence my conduct, and felt it to be duty not only of myself but of every Governor—until the experience of the world has solved those doubts to the contrary, which I hope they never will be—to proceed with the work of education to the best of my ability with almost, if not entirely, equal determination as my other duties. In that spirit I have approached the question of education in Hongkong, and probably I have done as much as I could have done had I had none of those doubts. At all events I am glad that my administration has not closed without the standard of education having been advanced considerably, and that my work—not of deserving of the high encomiums you have so graciously passed upon it—I cannot. In touching on this matter of education, I am referring to the grievous loss which occurred during my administration, in the death of my friend Dr. Stewart, who was so ardent a believer in the advantages of it that if any doubts could be removed from my mind they would have been by him. His was a very serious loss, not only in the matter of education but in other respects. However, I am glad that his spirit still survives in the energy and enthusiasm which Dr. Eitel brings to his work. I am also able to speak briefly of the manner in which Victoria College and the other educational work of the department is being conducted on the whole. You teachers in this part of world have great difficulties to contend with, both in the matter of climate and of language, but I believe you surmount them in a way that, if you difficulties are considered, is now creditable to you. I am most glad, as you have mentioned, that your position has been improved; I can only say that it has been thoroughly deserved, and I am very glad indeed that I have been able to have some part in it. After shaking hands with those present his Excellency, adding, addressing the native teachers—With regard to you Chinese, I feel sure that the education given in Hongkong will and ought to attach you more and more to the British crown, and will tend largely to spread the influence of those ideas throughout your country. If it has that effect it certainly will be a great and good work.

The interview then terminated.

THE CIVIL SERVICE.

About a score of the members of the Civil Service were then introduced for the purpose of presenting an address signed by that body.

Sir James Russell, in making the presentation, said—Your Excellency, I have been requested on behalf of the members of the Civil Service to ask your acceptance of an address on the eve of your departure from the Colony. The address is as follows:—

of your departure from the Colony. The address is as follows:—

To H.E. Sir G. William des Vœux, K.C.M.G., Governor of Hongkong and its Dependencies, etc., etc.

May I please your Excellency.

1.—We, the undersigned heads of Departments and Members of the Civil Service of Hongkong, desire to express to your Excellency, on your leaving the Colony, our feeling of sincere regret that such departure has become unavoidable, and deplore the causes that have led thereto.

2.—The impaired condition of Your Excellency's health cannot by itself be considered as a matter of the deepest concern, and regret to those who have the honour to know you, and to those who have lived under your able administration.

3.—We are confident that such an expression of regret is by no means confined to any one of the various nationalities resident in Hongkong, but it is assuredly shared by all.

4.—No portion of the community of Hongkong can be more thoroughly aware of the gravity and responsibility of your exalted office than those members of the service who have the honour to present this address; and, in thus presenting it, are fully able to bear in mind the dignity, attended by success, with which your Excellency's many and onerous duties have been sustained.

5.—Your Excellency's presence and administration have been undoubtedly regarded throughout as a guarantee of the maintenance of justice, order, and of the prestige of the Colony.

6.—May we be permitted to add that our regret cannot be otherwise than greatly increased by the reflection that your Excellency's departure will involve that of Lady des Vœux, who, as is universally known, has won the deepest respect and highest regard from all.

7.—We can only trust that present rest and a less trying climate will so assist the recovery of your Excellency's health, that your services may only be for a short time lost to her gracious Majesty the Queen.

Sir James Russell then continued—I wish further to say that the members of the service, in saying good-bye to your Excellency, feel that they are losing not only a capable and strong ruler, but one who has always been a friend of the service.

His Excellency, in reply, said: Mr. Chief Justice, and gentlemen, the pressure of work upon me during the last few days has been such that I have not been able to prepare anything suitable in reply to your most interesting address, and I must leave a formal reply to another time. But of course I cannot allow you to go away, after of course I must say a few words, without saying a word of cordial thanks for your unduly high appreciation of my work—I may say my fellow-work with you in Hongkong. Of course my regret must be at least equal with your own that I am obliged to give up my administration at least two years—more than two years—before the end of my term of office. It is a matter of the deepest disappointment to me that many of the important elements that I have put forth in the Colony must now fall to pieces. I have struggled on, until my physical condition forbids me to maintain the struggle any longer, and I am making room for a stronger man, I hope, stronger in every sense, stronger not merely in the true interests of the Civil Service, but strong in carrying forward the real and true progress of the Colony. I am glad that you are able to express your confidence that the regret which you are pleased to manifest in the address is a large measure justified. I cannot thank you for all your kindness, beyond expressing the feeling that it implies a too indulgent appreciation. You can indeed give me credit for having done my best—my best not only for the Colony but for your true interests. I have no doubt it is perfectly true that you can assert that I have had the sympathy of my fellow-workers here, and I have done for them all that justice and right seemed to demand. Possibly you may have found some deficiencies on failings when severely called for, but I feel sure I have always endeavoured to appreciate good work, and to say the least I have always endeavoured to be just. It gives me special pleasure to see that you mention my wife, who feels the necessity of departing from Hongkong perhaps even more strongly than I do. In spite of ill health we have had a whole and exceedingly happy time here, and we leave you in Hongkong with very deep regret. If my health should be restored, as you are so good to say, I shall always watch with interest your various careers, and everything that occurs in the Colony so long as I live will never be without a warm interest for me. And now, I can only apologise for the very lame answer I have made to your most flattering address. I have nothing further to say than to wish you all most cordially farewell.

THE MARINE OFFICERS' ADDRESS.

A deputation from the Mercantile Marine Officers' Association waited on board the *Oceanic* to present his Excellency with an address thanking him for the benefits conferred on them by the passing of the Sunday Cargo Working Ordinance. When the Governor came on deck, Captain Anderson said:—

May I please your Excellency, in the unavoidable absence of Captain Anderson, President of the Mercantile Marine Officers' Association, I have been directed to beg your acceptance of an address, which there has only been time to prepare in the rough, but which will be duly engrossed and forwarded should your Excellency condescend to accept it. There can be no doubt that your Excellency has redressed a grievance which has been long and justly complained of by the working class of men, who now desire to express their gratitude and wish you good speed. With your permission I will now call on Mr. C. Dunstan, the Secretary, to read the address, which is as follows:—

May I please your Excellency, on these shores we beg to approach you for the purpose of presenting this humble memorial, in the hope that it may please you to accept it as a token of the deep esteem which your memorialists entertain for you, and as evidence of their gratitude for the boon conferred on those connected with the Sunday Cargo Working Ordinance which you have now graciously caused to be passed. For a long time past the seafaring community and those directly connected therewith have suffered an injustice in respect to the working of cargoes on Sundays, which has been a great hardship. In these circumstances we are at a loss to find language wherein to adequately express our thanks for the great benefit conferred upon the

thousands of seafaring men annually frequenting this port; and in this respectfully expressed our profound gratitude we avail ourselves of this opportunity of bidding you a hearty farewell.

That wherever you go to success may attend your efforts to perform the arduous duties assigned to you by the august Sovereign you represent; that the change of climate which you are compelled to seek may have a beneficial effect on your health; and that your life may be a long and happy one is the earnest wish of all your memorialists.

[Here follow the seal of the Association, and the signatures of the President, Secretary, Treasurer and Committee of the British Mercantile Marine Officers' Association, who signed for the Masters and Officers of Great Britain, 13,000 strong, and for the Australian Mercantile Marine Federation, upwards of 2,000 strong, as well as for the Mercantile Marine Officers' Association of Shanghai, with all of which the local Association is affiliated. Also most of the local clergy.]

His Excellency, in reply, said—Gentlemen, I deeply regret the absence of Captain Ashton, who has been so prominent a leader in this movement, but I am glad to find that he is so well represented in his absence. Gentlemen, I cannot thank you sufficiently for the kind words which you have given expression to in the address; I have only at this moment heard of it, and therefore it is impossible to give adequate expression to my thanks to you for the address. My only exception to it is what I must call the undue strength of the language used, for after all I was only performing a duty, and a duty which was practically necessary, for a large and deserving body of men. At the same time, I feel that I am not at all sure that I have done justice to you. I may say that when I spoke on this subject two years ago and expressed my opinions, you must have thought I very bare sympathy indeed; but the difficulties in the way of this reform were then quite enough to make it appear insuperable. Time went on, and when I was at home I read a great deal more, and when I came back I read a great deal more, and I was able to tell Mr. Goldsmith without in any way to do this act of justice without in any way impeding the work of the port. I told him I hoped to be able to do it before I left the Colony, but it so happened that I have had to leave before I expected, and the pressure it has caused to pass the Bill at the last moment was nearly the last straw that broke the camel's back. But when I say my sympathy seemed bare, I may add what I suppose you probably do not know, that all my life my sympathy with workers has been very great, as against those who uphold trade interests, which have often been inclined for years past to maintain the health, happiness, welfare, and recreation of the workers rather than lose one lot of what under the circumstances must be called an ill gotten profit—I mean the spirit that opposed all the reforms of Samuel Pilsbury. I am glad to be able to say that I proved my opposition to that spirit when, early in my career, I opposed it in the face of the Government and the whole of the Colony and planters of British Guiana in their treatment of the slaves. Now, at the close of my career, I have shown the same disinclination to the health, happiness, welfare, and recreation of the workers rather than lose one lot of what under the circumstances must be called an ill gotten profit—I mean the spirit that opposed all the reforms of Samuel Pilsbury. I am glad to be able to say that I proved my opposition to that spirit when, early in my career, I opposed it in the face of the Government and the whole of the Colony and planters of British Guiana in their treatment of the slaves. 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SHANGHAI SPRING RACES.

Stewards—A. McLeod, Esq., W. Howie, Esq., J. Macgregor, Esq., O. Schenckhauser, Esq., Robt. Mackenzie, Esq., H. J. H. Trippe, Esq., B. A. Clarke, Esq., Clerk of the Course—T. F. Hough, Esq., Secretary—Burns Dallas, Esq.

FIRST DAY, MONDAY, 27TH APRIL.

The HART LEGACY CUP, presented by the late James Hart, value, Tls. 100; for China ponies; weight for inches as per scale; entrance, Tls. 5. Half-a-mile.

Mr. Newboy's bl. Black Leaf, 11st. 1lb. Mr. Baker 1
Mr. Oswald's b. Opposition, 10st. 1lb. Mr. Hough 2
Mr. Ring's cr. Orange Peel, 11st. 1lb. Mr. Meyerink 3
Mr. Sassoon's gr. Pershapp, 11st. 1lb. Mr. Sassoon 4
Mr. Sassoon's ch. Fontenoy, 11st. 1lb. Mr. Dallas 5
Mr. Newboy's b. Mikado, 11st. 1lb. Mr. Dallas 6
Mr. J. D. Humphreys' gr. Visitant, 11st. 1lb. Mr. Dallas 7
Mr. J. D. Humphreys' gr. Veni, 11st. 1lb. Mr. Dallas 8

Mr. Humphreys' colours shown in front for the first twenty stides, but then Black Leaf took up the running on the inside. Along the straight Opposition challenged, and a fine race home ensued, Black Leaf winning by a short head. Orange Peel, coming up fast in the middle, was third, barely half a length behind Opposition; Fontenoy was fourth, and Pershapp last. Time, 1m. 5 4/5 sec.

Parl-mutuel—Visitant 21, Opposition 16, Orange Peel 16, Fontenoy 14, Black Leaf 9, Pershapp 3, Veni 3, Mikado 1.—Total \$3415.

The CRITERION STAKES, A Sweepstakes of Tls. 10 each, with Tls. 100 added; for China ponies; weight for inches as per scale; second pony to save his place. One mile.

Mr. Sassoon's sk. Hero, 11st. 7lb. Mr. Dallas 1
Mr. Waveny's bl. Noirmont, 11st. 4lb. Mr. Dallas 2
Mr. Worthy's gr. Chimera, 10st. 9lb. Mr. Read 3
Mr. Neptune's b. Resolution, 11st. 1lb. Mr. Hough 4
Mr. Sassoon's ch. Blazer, 10st. 1lb. Mr. McLean 5
Mr. Ten Brock's gr. Wild Mint, 10st. 6lb. Mr. Renny 6
Mr. Min's b. Reaper, 11st. 7lb. Mr. Baker 7

About half an hour's delay was caused at the start by the vagaries of Hero, who ran round the course and indulged in other burlesque before a start was finally effected, at the fourth attempt. Resolution made the running, four or five lengths ahead of Hero, with Noirmont third. Rounding the bend for the Monument the favourite assumed the lead, and at the Monument was a couple of lengths ahead. Coming into the straight Resolution was beaten and Noirmont took second place, but could not come near Hero who won easily by three lengths. Black Leaf, who was fourth, was fourth, Wild Mint fifth, and Blazer last. Time, 2m. 11 1/2 sec.

Parl-mutuel—Hero 100, Noirmont 24, Resolution 13, Wild Mint 7, Reaper 6, Blazer 1, Chimera.—Total \$12—\$760.

The GRUFFIN PLATE, value, Tls. 250; for China ponies; two have never run at any meeting; second pony, Tls. 50; weight for inches as per scale; entrance, Tls. 5. Three-quarters of a mile.

Mr. H. Sylva's cr. Teutonic, 11st. 1lb. Mr. Pond 1
Mr. Mustard's gr. Guarantee, 11st. 1lb. Mr. Maclean 2
Mr. Holme's ch. Haworthorn, 10st. 12lb. Mr. Jaggis 3
Mr. Sassoon's gr. Streamer, 10st. 1lb. Mr. Sassoon 4
Mr. Sassoon's gr. Beauty, 10st. 9lb. Mr. Dallas 5
Mr. W. T. Phipps' wh. Undaunted, 10st. 12lb. Mr. Renny 6
Mr. Chouffeur's gr. False Alarm, 10st. 9lb. Mr. Ogilvie 7
Mr. John Peel's gr. Storm King, 11st. 4lb. Mr. Dickinson 8
Mr. John Peel's gr. Elastic, 10st. 8lb. Mr. Hough 9
Mr. Newboy's b. Shogun, 11st. 4lb. Mr. Baker 10
Mr. Monier's pl. Gehemlinz, 11st. 4lb. Mr. Elbers 11
Mr. Crawford's ch. Homeward, 10st. 12lb. Mr. Elbers 12
Mr. Teller's ch. Quidnunc, 10st. 12lb. Mr. Renny 13
Mr. Inch's wh. White Heather, 11st. 1lb. Mr. Renny 14
Mr. Falk's gr. West Wind, 11st. 4lb. Mr. Read 15
Mr. Ring's gr. Assurance, 11st. 4lb. Mr. Meyerink 16
Mr. J. D. Humphreys' b. Vidi, 11st. 1lb. Mr. Hart Buck 17
Mr. J. D. Humphreys' gr. Vici, 11st. 1lb. Mr. Hart Buck 18
Mr. Seraph's gr. Chief Justice, 11st. 1lb. Mr. Rattenjoe 19
Mr. Frederic's d. Bovril, 11st. 1lb. Mr. Allan 20
Mr. Gustav's gr. First Choice, 11st. 1lb. Mr. Ruff 21
Mr. Juan's d. Hazard, 10st. 12lb. Mr. Klade 22
Mr. Juan's gr. Hazard, 10st. 12lb. Mr. Ramsey 23
Mr. C. F. Woodward's sp. Handicraft, 11st. 1lb. Mr. Midwood 24

After several false starts, the race was despatched in fairly good order. Beauty was showing the way at the Monument, closely followed by seven or eight others, among whom were Assurance and Undaunted. Coming into the straight Beauty was still leading, with Guarantee close at hand. Nearing the stand Guarantee came to the front and for a moment looked like winning easily, but was immediately challenged by Teutonic, who, hard ridden, just got up in the nick of time and won a fine race by a head. Haworthorn was a good third, with all the others close up except Vidi, who was last. Time, 1m. 39s.

Parl-mutuel—Guarantee 55, Beauty 16, Undaunted 46, Assurance 24, West Wind 16, Gehemlinz 14, Bovril 12, Elastic 10, Shogun 4, Vidi 6, Vici 6, False Alarm 4, Hazard 4, White Heather 3, Teutonic 2, Storm King 2, Quidnunc 2, Chief Justice 2, First Choice 2, Hazard 2, Homeward 1, Haworthorn 1.—Total 276—\$1,390.

The CATYV CUP, value, Tls. 150; for China ponies; weight for inches as per scale; entrance, Tls. 5. One mile and a half.

Mr. Sassoon's gr. Zephyr, 11st. 4lb. Mr. Dallas 1
Mr. Hampton's gr. Comus, 10st. 9lb. Mr. Hough 2
Mr. Chantrey's wh. Autocrat, 11st. 4lb. Mr. Baker 3
Mr. W. T. Phipps' b. Perserance, 11st. 1lb. Mr. Renny 4
Mr. Chouffeur's gr. Elastic, 11st. 4lb. Mr. Rattenjoe 5
Mr. Midwood 6
Mr. Neptune's d. Determination, 10st. 12lb. Mr. Read 7
Mr. John Peel's gr. Pica-pat, 10st. 6lb. Mr. Ruff 8
Mr. W. T. Phipps' wh. Undaunted, 10st. 12lb. Mr. Ruff 9
Mr. Hagg's d. Globe Trotter, 11st. 1lb. Mr. Ruff 10
Mr. John Peel's gr. Storm King, 11st. 4lb. Mr. Hough 11

Perseverance made the running a length in front of Comus and Elastic, Zephyr fourth. This order was maintained until entering the back straight, when Zephyr came into third place. Elastic dropping back. Rounding the bend for the Monument Perseverance was beaten and Comus assumed the lead only to be immediately passed by Zephyr. The two made a good race home, but the favourite was never really extended and won easily by three quarters.

Parl-mutuel—Guarantee 55, Beauty 16, Undaunted 46, Assurance 24, West Wind 16, Gehemlinz 14, Bovril 12, Elastic 10, Shogun 4, Vidi 6, Vici 6, False Alarm 4, Hazard 4, White Heather 3, Teutonic 2, Storm King 2, Quidnunc 2, Chief Justice 2, First Choice 2, Hazard 2, Homeward 1, Haworthorn 1.—Total 276—\$1,390.

The CATYV CUP, value, Tls. 150; for China ponies; weight for inches as per scale; entrance, Tls. 5. One mile and a half.

Mr. Sassoon's gr. Zephyr, 11st. 4lb. Mr. Dallas 1
Mr. Hampton's gr. Comus, 10st. 9lb. Mr. Hough 2
Mr. Chantrey's wh. Autocrat, 11st. 4lb. Mr. Baker 3
Mr. W. T. Phipps' b. Perserance, 11st. 1lb. Mr. Renny 4
Mr. Chouffeur's gr. Elastic, 11st. 4lb. Mr. Rattenjoe 5
Mr. Midwood 6
Mr. Neptune's d. Determination, 10st. 12lb. Mr. Read 7
Mr. John Peel's gr. Pica-pat, 10st. 6lb. Mr. Ruff 8
Mr. W. T. Phipps' wh. Undaunted, 10st. 12lb. Mr. Ruff 9
Mr. Hagg's d. Globe Trotter, 11st. 1lb. Mr. Ruff 10
Mr. John Peel's gr. Storm King, 11st. 4lb. Mr. Hough 11

Perseverance made the running a length in front of Comus and Elastic, Zephyr fourth. This order was maintained until entering the back straight, when Zephyr came into third place. Elastic dropping back. Rounding the bend for the Monument Perseverance was beaten and Comus assumed the lead only to be immediately passed by Zephyr. The two made a good race home, but the favourite was never really extended and won easily by three quarters.

Parl-mutuel—Guarantee 55, Beauty 16, Undaunted 46, Assurance 24, West Wind 16, Gehemlinz 14, Bovril 12, Elastic 10, Shogun 4, Vidi 6, Vici 6, False Alarm 4, Hazard 4, White Heather 3, Teutonic 2, Storm King 2, Quidnunc 2, Chief Justice 2, First Choice 2, Hazard 2, Homeward 1, Haworthorn 1.—Total 276—\$1,390.

of a length; bad third; Perseverance was fourth and Elastic last. Time, 3m 27 1/2 sec.

Parl-mutuel—Zephyr 21, Autocrat 10, Comus 10, Perseverance 5, Elastic 2.—Total 242—\$1,210.

The JOCKEY CUP, value, Tls. 100; for China ponies that have never won a race; to be ridden by jockeys who have never had a winning mount before this meeting; weight for inches as per scale; entrance, Tls. 5. Once round.

Mr. Chouffeur's gr. Stalwart, 11st. 8lb. Mr. Schirff 1
Mr. Sassoon's gr. Experiment, 11st. 4lb. Mr. Schirff 2
Mr. Chouffeur's gr. Stalwart, 11st. 8lb. Mr. Wickham 3
Mr. Sassoon's gr. May Moir, 11st. 4lb. Mr. Baker 4
Mr. Moffat's bl. Cloudlands, 10st. 12lb. Mr. Baker 5
Mr. Moffat's bl. Cloudlands, 10st. 12lb. Mr. Moffat 6
Mr. Troy's gr. Fayonius, 11st. 7lb. Mr. Edlaid 7
Mr. Middy's d. Kingcraft, 11st. 4lb. Mr. Souter 8
Mr. John's d. Sturmwind, 11st. 4lb. Mr. Hegnauer 9

Experiment and Sturmwind made the running, the former assuming a slight lead in the back straight. In this order they ran to the bend for the Monument. Here Irkdale was coming up, caught Mr. Sassoon's pony just beyond the Monument, and coming away fast won by four lengths; bad third; Sturmwind was fourth, Kingcraft fifth, and Cloudlands last. Time, 2m 47 1/2 sec.

Parl-mutuel—Irkdale, late Glenlivet 57, Sturmwind 35, Stalwart 31, Kingcraft 27, Experiment 15, May Moir 10, Cloudlands 4, Fayonius 4.—Total 183—\$915.

The KIANOU PLATE, value, Tls. 150; for China ponies; weight for inches as per scale; entrance, Tls. 5. One mile and three quarters.

Mr. Sassoon's gr. El Dorado, 10st. 12lb. Mr. Sassoon 1
Mr. Sassoon's gr. Eureka, 11st. 1lb. Mr. Dallas 2
Mr. Newboy's bl. Black Leaf, 11st. 1lb. Mr. Dallas 3
Mr. Inch's gr. Earlston, 10st. 12lb. Mr. Renny 4
Mr. J. D. Humphreys' ch. Volcano, 11st. 1lb. Mr. J. D. Humphreys 5
Mr. J. D. Humphreys' gr. Vernal, 10st. 12lb. Mr. Crawford 6
Mr. C. F. Woodward's cr. Wallaby, 11st. 4lb. Mr. Midwood 7

Vernal made the running, with Black Leaf second and Earlston third. Rounding the bend into the back straight Eureka assumed the lead, closely attended by Black Leaf. At the end of the straight this order was unchanged, but the leader was gradually drawing away and El Dorado was rapidly gaining on Black Leaf. On passing the Monument Mr. Sassoon's pair had the race between them. Eureka was eased near the stand, and El Dorado won by half a length; Black Leaf was a very bad third, Volcano fourth, Wallaby fifth, and Vernal last. Time, 4m 5 1/2 sec.

Parl-mutuel—Eureka 118, El Dorado 26, Volcano 23, Black Leaf 15, Vernal 4, Earlston 4, Wallaby 1.—Total 188—\$940.

The RACING STAKES, a sweepstakes of Tls. 10 each; for China ponies that have never run before 1st January, 1891; griffins at date of entry allowed 5lbs; weight for inches as per scale; winners, 5lbs. extra. One mile and a quarter.

Mr. Kilmun's gr. Bubbling Well, 11st. 7lb. Mr. Renny 1
Mr. Sassoon's gr. Beauty, 10st. 9lb. Mr. Dallas 2
Mr. H. Sylva's cr. Teutonic, 11st. 1lb. Mr. Pond 3
Mr. Chouffeur's gr. False Alarm, 10st. 9lb. Mr. Ogilvie 4
Mr. John Peel's gr. Storm King, 11st. 4lb. Mr. Dickinson 5
Mr. John Peel's gr. Elastic, 10st. 8lb. Mr. Hough 6
Mr. Newboy's b. Shogun, 11st. 4lb. Mr. Baker 7
Mr. Monier's pl. Gehemlinz, 11st. 4lb. Mr. Elbers 8
Mr. Crawford's ch. Homeward, 10st. 12lb. Mr. Elbers 9
Mr. Teller's ch. Quidnunc, 10st. 12lb. Mr. Renny 10
Mr. Inch's wh. White Heather, 11st. 1lb. Mr. Renny 11
Mr. Falk's gr. West Wind, 11st. 4lb. Mr. Read 12
Mr. Ring's gr. Assurance, 11st. 4lb. Mr. Meyerink 13
Mr. J. D. Humphreys' b. Vidi, 11st. 1lb. Mr. Hart Buck 14
Mr. J. D. Humphreys' gr. Vici, 11st. 1lb. Mr. Hart Buck 15
Mr. Seraph's gr. Chief Justice, 11st. 1lb. Mr. Rattenjoe 16
Mr. Frederic's d. Bovril, 11st. 1lb. Mr. Allan 17
Mr. Gustav's gr. First Choice, 11st. 1lb. Mr. Ruff 18
Mr. Juan's d. Hazard, 10st. 12lb. Mr. Klade 19
Mr. Juan's gr. Hazard, 10st. 12lb. Mr. Ramsey 20
Mr. C. F. Woodward's sp. Handicraft, 11st. 1lb. Mr. Midwood 21

Mr. John Peel's gr. Tailsman, 10st. 12lb. Mr. Hough 1
Mr. Ferry's gr. Bendigo, 10st. 12lb. Mr. Allan 2
Mr. Falk's gr. West Wind, 11st. 4lb. Mr. Read 3
Mr. Middy's cr. Galba, 10st. 12lb. Mr. Maclean 4
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Hart Buck 5
Mr. Seraph's gr. Consul-General, 11st. 1lb. Mr. Rattenjoe 6
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 7
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 8
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 9
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 10
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 11
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 12
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 13
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 14
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 15
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 16
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Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 100

Mr. John Peel's gr. Tailsman, 10st. 12lb. Mr. Hough 1
Mr. Ferry's gr. Bendigo, 10st. 12lb. Mr. Allan 2
Mr. Falk's gr. West Wind, 11st. 4lb. Mr. Read 3
Mr. Middy's cr. Galba, 10st. 12lb. Mr. Maclean 4
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Hart Buck 5
Mr. Seraph's gr. Consul-General, 11st. 1lb. Mr. Rattenjoe 6
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Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 98
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Mr. John Peel's gr. Tailsman, 10st. 12lb. Mr. Hough 1
Mr. Ferry's gr. Bendigo, 10st. 12lb. Mr. Allan 2
Mr. Falk's gr. West Wind, 11st. 4lb. Mr. Read 3
Mr. Middy's cr. Galba, 10st. 12lb. Mr. Maclean 4
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Hart Buck 5
Mr. Seraph's gr. Consul-General, 11st. 1lb. Mr. Rattenjoe 6
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 7
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Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 10
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 11
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 12
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 13
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 14
Mr. Ruff's gr. Orange Sleeve, 10st.

OFF-DAY, SATURDAY, 2ND MAY.

The "LOONG FEI" CUP; value, £100; presented; for all griffins that have run at this meeting and not been placed; entrance, \$5, to go to the second pony; weight for inches as per scale. Three-quarters of a mile.

Mr. Ring's gr. Zanibar, 1st, 12lb. Mr. Meyerink 1
Mr. Falk's gr. West Wind, 1st, 12lb. Mr. Read 2
Mr. Suss's gr. Atone, 1st, 12lb. Mr. Maclean 3
Mr. John Peel's gr. Storm King, 1st, 12lb. Mr. Hough 4
Mr. Frederick's d. Bovril, 1st, 12lb. Mr. Baker 5
Mr. Troy's gr. Balmahol, 1st, 12lb. Mr. Midwood 6
Mr. Gustav's gr. First Choice, 1st, 12lb. Mr. Ramsey 7
Mr. Seraph's gr. Chief Justice, 1st, 12lb. Mr. Reynold 8

The favourite made the running to the Monument, where he was done for, and Zanibar taking the lead into the straight, won by two lengths; bad third; First Choice was fourth, Storm King fifth, and Bovril sixth. Time, 1m. 33.25th sec.

Part-mutuel:—Bovril 35, Storm King 24, Atone 17, Zanibar 15, Chief Justice 8, West Wind 6, Balmahol 6, En Avant 4, First Choice 2.—Total 117:=\$585.

THE "BIG SWEEP" CUP; value, £100; presented; for all Ponies that have run at this Meeting and not been placed; winner of the Loong Fei Cup excluded; weight for inches as per scale; entrance, \$5, to go to the second pony; One mile and a quarter.

Mr. Middle's d. King of the Hill, 1st, 12lb. Mr. Read 1
Mr. Ten Brock's gr. Wild Mint, 1st, 12lb. Mr. Maclean 2
Mr. Ring's gr. Assurance, 1st, 12lb. Mr. Meyerink 3
Mr. Chouffeur's gr. Elegant, 1st, 12lb. Mr. Renny 4
Mr. Ferry's gr. Likelihood, 1st, 12lb. Mr. Ferris 5

Assurance led the way, closely followed by Kingcraft, who in the back straight took a slight lead. At the Monument Kingcraft, Assurance and Wild Mint were close together and a fine race home ended in Kingcraft beating the favourite, Wild Mint, by a short head; Assurance was a bad third, Likelihood fourth, and Elegant last. Time, 2m. 42.25th sec.

Part-mutuel:—Wild Mint 49, Assurance 48, Kingcraft 36, Elegant 20, Likelihood 5.—Total 158:=\$790.

THE "TUTONIC" CUP; value \$100; presented; for all griffins that have run at this Meeting and not won a Race; ponies placed in any Race, 5lbs. extra; weight for inches as per scale; entrance, \$5, to go to the second pony; winners on the fourth day excluded. One mile.

Mr. Jun's gr. Hazarder, 1st, 12lb. Mr. Meyerink 1
Mr. W. T. Phipps' wh. Undaunted, 1st, 12lb. Mr. Reynold 2
Mr. John Peel's gr. Tallman, 1st, 12lb. Mr. Hough 3
Mr. Falk's gr. West Wind, 1st, 12lb. Mr. Read 4
Mr. Hornfield's gr. Hawthornden, 1st, 12lb. Mr. Ingalls 5
Mr. C. F. Woodward's gr. Bandicoot, 1st, 12lb. Mr. Midwood 6
Mr. Neptune's d. Determination, 1st, 12lb. Mr. Baker 7
Mr. Seraph's gr. Consul-General, 1st, 12lb. Mr. Ramsey 8
Mr. Teller's ch. Quidnunc, 1st, 12lb. Mr. Coutts 9

As usual the real struggle began near the Monument, where Undaunted showed in front, closely followed by Tallman and Hazarder, the last-named forging in front along the straight and winning by a length; good third; Consul-General was fourth and Determination fifth. Time, 2m. 3.25th sec.

Part-mutuel:—Determination 72, Undaunted 59, Hazarder 48, Tallman 25, Hawthornden 9, Consul-General 7, West Wind 5, First Choice 5, Bandicoot 4, Quidnunc 2.—Total 216:=\$1,180.

THE MAPOOS' RACE; for ponies that have run at this meeting; winners at this meeting excluded; weight, 97lbs.; entrance, \$5; Once Round; native riders in racing colours; the stakes to be handed to the riders as follows:—The winner, \$5/8ths; second rider, 3/8ths; third rider, 1/8th.

Mr. Hagg's ch. Starlight, 1st, 12lb. Mr. Kung 1
Mr. Neptune's d. Determination, 1st, 12lb. Mr. Allen 2
Mr. Chouffeur's gr. Windicator, 1st, 12lb. Mr. Falk 3
Mr. Newboy's ch. Shogun, 1st, 12lb. Mr. Kallou 4
Mr. Sassoon's ch. Golden Cloud, 1st, 12lb. Mr. Phipps 5

Mr. Seraph's gr. Consul-General, 1st, 12lb. Mr. Phipps 6
Mr. J. D. Humphreys' gr. Visitant, 1st, 12lb. Mr. Chung-sung 7

The favourite made the whole of the running and won, but only by half a length. Determination coming up well at the finish. Windicator was a good third and Golden Cloud fourth. Time, 2m. 30.25th sec.

Part-mutuel:—Starlight 64, Golden Cloud 40, Visitant 33, Windicator 24, Determination 9, Shogun 8, Consul-General 7.—Total 179:=\$895.

THE "QUANTICO" CUP, value, £100; presented; for all Ponies that have run at this meeting and not won a Race; weight for inches as per scale; ponies placed in any race 5lbs. extra; if placed more than once, 10lbs. extra; griffins at this meeting allowed 12lbs.; winners on the fourth day excluded; entrance, \$5, to go to the second pony.—One mile and a half.

Mr. Crawford's ch. Homeward, 1st, 12lb. Mr. Crawford 1
Mr. W. T. Phipps' b. Perseverance, 1st, 12lb. Mr. Reynold 2
Mr. Inch's wh. White Heather, 1st, 12lb. Mr. Renny 3
Mr. C. F. Woodward's ch. Wallaby, 1st, 12lb. Mr. Midwood 4
Mr. Chouffeur's gr. Stalwart, 1st, 12lb. Mr. Baker 5
Mr. Ferry's gr. Likelihood, 1st, 12lb. Mr. Ferris 6
Mr. Mustard's b. Hornet, 1st, 12lb. Mr. Hough 7
Mr. Worthy's gr. Guarantee, 1st, 12lb. Mr. Maclean 8
Mr. Constable's wh. Mercury, 1st, 12lb. Mr. Meyerink 9
Mr. J. D. Humphreys' ch. Volcano, 1st, 12lb. Mr. Hart Buck 10

Homeward made nearly the whole of the running and won by a length from Perseverance; good third; Volcano fourth, Mercury fifth, and Hornet last.—Time, 3m. 19.15ths.

Part-mutuel:—Mercury 59, Guarantee 56, Volcano 45, Perseverance 39, Stalwart 17, Hornet 16, Homeward 15, White Heather 7, Wallaby 5, Likelihood 4.—Total 239:=\$1,195.

THE MAPOOS' CHAMPION RACE; for China Ponies, the property of Members of the Shanghai Race Club; weight, 97lbs.; entrance, \$5; one round; native riders in racing colours; the stakes to be handed to the riders as follows: the winner, 5/8ths; second rider, 3/8ths; third rider, 1/8th.

Mr. Anthony's d. Dan, 1st, 12lb. (Horse) 1
Mr. Sassoon's gr. Experiment, 1st, 12lb. (Horse) 2
Mr. Kilman's gr. Bubbling Well, 1st, 12lb. (Horse) 3

Mr. Harvey's ch. Stirling, 1st, 12lb. (Horse) 4
Mr. Ring's gr. St. Mark, 1st, 12lb. (Horse) 5
Mr. Ring's bl. Zanibar, 1st, 12lb. (Horse) 6
Mr. Charley's b. Iddale, 1st, 12lb. (Horse) 7
Dan took the lead very early in the race and was never headed, beating Experiment by a length; good third. Times 2min. 35.25th sec.

Part-mutuel:—Iddale 59, Bubbling Well 57, Dan 35, Stirling 22, Experiment 19, St. Mark 17, Zanibar 8.—Total 205:=\$1,025.

THE CELESTIAL STEEPLECHASE; for all China Ponies, without regard to ownership; winners of a Steeplechase or Paper Hunt excluded; native riders in racing colours; catch weights; entrance, \$5; first rider, 5/8ths; second, 3/8ths; third, 1/8th. Once round.

Peter, Lushan, 1st, 12lb. 1
Kowloon, Goodlake, 1st, 12lb. 2
Kai-fong, Fook, 1st, 12lb. 3
Ab-fong, Fook, 1st, 12lb. 4
Punch, Pluto, 1st, 12lb. 5

An easy win for the favourite, Pluto and Felix fell at the water jumps.

Part-mutuel:—Lushan 50, Goodlake 31, Pluto 19, Felix 12, Fook 9.—Total 121:=\$605.

MATCH.—Three-Quarters of a Mile.
Mr. W. T. Phipps' bay Perseverance, 1st, 8lb.
Mr. Neptune's bay Resolution, 1st, 8lb.

Perseverance, with a slight lead, waited until nearing the stand, and was then allowed to come away, winning by a length. Time, 1m. 22 sec.

—N. C. Daily News.

MERCANTILE MARINE OFFICERS' ASSOCIATION.

A meeting was held last night (8th inst.) at the rooms of the Mercantile Marine Officers' Association for the purpose of hearing an address on the Sunday Cargo Working Ordinances from Capt. Ashton, President of the Association, who arrived in Hongkong on Thursday afternoon.

There were about fifteen members present, and the meeting was marked by great unanimity of feeling.

Capt. Ashton, on taking the chair, said:—Gentlemen, I am very glad to see you all here to-night, and I am also very glad to have the opportunity of congratulating you on the triumph just accomplished, which really I myself—and I think you also—did not think was coming about so speedily as it has come.

As you know, you formed yourselves into an Association to better yourselves in every way, and you commenced to do a united body about nine months ago. The first question you took up was this Sunday labour question, and you have carried it. Gentlemen, I can heartily congratulate you as President of this Association, on the success which has been attained by your united endeavours. It has been, I must say, somewhat of a surprise to myself—it may be owing to good luck, it may be owing to local circumstances over which we have no control, or it may be—and I think it is—owing mainly to the good feeling and the right feeling of Governor des Voeux. (Cheers.)

However, let us congratulate ourselves on our success in this first movement. What delights me as your President is that what we have carried in this first question without any friction at all as between individual officers and individual owners. I believe myself, and I tell you as a very old seaman, that the true interests of mercantile marine officers are the owners' interests, and they should try not to go against them. I believe that by doing as well as you can towards your owners' wishes you gain the greatest success for yourselves, and it delights me that there has been no friction at all, no friction on the part of individual members of the Association against their owners. I am sure that this movement, which is really a sort of revolution in the law in Hongkong, will undoubtedly involve of necessity an amount of trouble and inconvenience to the owners, but gentlemen, if you take the history of the world at large you will find that no benefit to any community has been carried out without some little inconvenience to individual members of society. I am very sorry myself that any such inconvenience should take place on this question, but it is inevitable. There has been a lot of discussion as to the clauses of the Bill which our late Governor has brought forward—discussions which to my mind are futile and absurd. The main points of the Bill have been carried by the good feeling of the Governor towards ourselves, towards what he terms a deserving and hard-worked class of men, and whatever else may have taken place, or whatever may take place hereafter, we must congratulate ourselves that we have had so good a Governor, who saw that we had a right in what we proposed, and what has his help—(loud cheers.)

Now, gentlemen, I know that there is a great amount of feeling amongst certain people in this Colony against the carrying of this Bill, and I am sorry that that feeling should have existed; still, such feeling is in the minority, not in the majority. I think it would be well on our part to send a telegram to the Secretary of State for the Colonies explaining to him that such a Bill has been passed, and at all events has the sanction of a large majority of the mercantile marine officers, and also of the majority of the people of the Colony on shore. (Cheers.)

Gentlemen, I propose this in the spirit of amity towards those who are against us, but I have heard that a movement is taking place in Sir William des Voeux has done for us as far as he was able, and I propose with your sanction that we should immediately send a telegram to the Secretary of State to say that this measure has been passed with some little opposition, but in the end has been carried by the good feeling of the people in Hongkong, and that of the mercantile marine officers, and that of the undoubtedly good reasons for my statements. And, gentlemen, when we find a friend—and our friends are few—let us stick to our friends, let us stand by them, and can only say this—that we are an associated body of British Marine Officers should unite to say "God bless Sir William des Voeux!" (loud applause.)

Whatever any other portion of the community may say against it, it is one of the seamen's proud boasts, and the man who does it is always his gratitude. If you lose that feeling, you lose the best feeling that man has towards man, and I trust that you, gentlemen, as an association will never lose that feeling. (Cheers.)

As I have before observed, this measure has been passed without friction among ourselves and the owners individually, and I am also pleased to think that in the Council this measure did not meet with any violent opposition. It appears to me that there has been a great deal of unity of feeling, and that the people must have reflected, and thought that they were really doing a kindness towards a deserving and hard-worked class, and I am certain that this action on the part of the Government of Hongkong will carry a lasting benefit to the colony, not only to ourselves as individual officers, but to every officer of every vessel that may come to the port after us. I thoroughly believe that this really is the end. It will be a blessing not only to us but to a great number of other people besides the officers—such as

shopling clerks and others, who have had necessarily to come down and do a great deal of really unnecessary Sunday labour in this port. I am also glad to see that one of our leading merchants here, Mr. Kewick, supported this Bill, although in the first movement in this direction he appeared to be entirely against us. However, he, like our Governor, has altered his opinion. Gentlemen, I respect a man who alters his opinions when he is thoroughly convinced that those opinions are incorrect. (Cheers.) I do not think a man should be despised in any way who, after mature deliberation and thinking over the subject thoroughly, alters his opinion. Our Governor, to take his first speech on this important question, certainly was against us; but when, as he said, he read the question, and studied it, he came to know it, then it became clear to him that it was only doing an act of justice to a large number of deserving men. Gentlemen, we all know that this measure was carried in a somewhat hurried manner, and it has been hinted that it was carried by our Governor in a sort of volte-face against certain people of the Colony. But I do not believe that. I believe it was hurried only because our Governor was sick, and I wish him well out of his troubles—(cheers)—and we must thank him for the way he carried it through. (Applause.)

Whatever comes of this question I believe it will be productive of good, and I think Sir William des Voeux will, as I hope he will, have reason to think that he has done a good work in passing the Sunday Labour Law of Hongkong. I trust he may feel so. I know this, gentlemen, and I know it from experience, that Governors of colonies sometimes pass laws which appear to be objectionable to certain of the residents of the colony in which they operate, for the simple reason that men who remain in one colony for any length of time, and who are somewhat the slaves of their surroundings, it appears impossible that a man can live in a village, or a town, or colony, without to some extent becoming a slave to his surroundings. It does not appear to them to be so, but all the same it does happen so, and people are always affected by their surroundings. Here, gentlemen, we are surrounded by heathenish ideas, which have their effect, and it is only a surprise and a sorrow to think that it appears to be human nature to do so.

Too long a residence in any particular spot on earth, I don't care where it is, is, in my opinion, to make men the slaves of their surroundings, and the people here in Hongkong have become so accustomed to the manners of the people around them that they actually think and actually feel that working on Sunday is a proper thing to do. How can these men, if they only think of their childhood's days and teaching, continue to permit such work? I do not think they can. I did not come here to preach a sermon to you; but the men who can go to church every Sunday and hear the fourth commandment, and can read the Lord's Prayer upon us, and incline their heads to keep this law—that is, the law of the Bible in their chambers—it appears to me to be a thing I cannot understand, how they can ask God's blessing on themselves, and still keep their fellow-creatures at work for them through Sunday. It appears to me that the great Almighty Power who has made everything has also made the dollar round; and all scientists know that if you try to grasp a circular object it will slip from your fingers. This is, I suppose, a natural law, that eternally trying to grasp a circular object only causes it to slip the more. And I think that people who try to do this in this way to grasp this circular object in this way will rest one day in seven, if only to think how many they may grasp in the other six (laughter and applause). I have tried to grasp them, but the things always slip through my fingers; the more I grasp, the more they fly, and I think a man ought to take a little rest. We all want them, these dollars,—(laughter)—and we all strive for them, but let us rest one day in seven, and we shall be able to grasp them better than if we were eternally trying and struggling to fit them. I can only say, I am sure that your movement will cause some sort of trouble to certain portion of the community, but I don't think that we as an association need care very much about that, for it will right itself in its own way. I am quite sure of that; "yesterday, to-day and to-morrow" will go on for ever, and I think a man's duty is to do the best for himself. I heard a sermon the other day in which Mr. Morris told us that "what is past is gone for ever; to-day is our own, and we have every right to do to-day the best we can for ourselves." I am sure that to take care to-morrow, but not too much thought for to-morrow, for to-morrow can take care of itself. I have no wish to preach a sermon but these words struck me as being rather applicable to our present position. (Applause.)

I regret that I was not able to be present with the deputation in giving the address to Sir William des Voeux. I believe he asked for me, and I should have been only too glad to have waited on him at any time that he wished for my presence, but unfortunately I only arrived here just at the time he was leaving, and it was not possible for me to see him. But I have no doubt I was fully and ably represented by the association; I have every reason to believe so, and I think Sir William knew that it was not my fault. The association represented itself very well. (Cheers.) And now, gentlemen, I have only one word to say to you, as an old skipper, just a word of advice—that although your success appears assured, and I think it is assured, yet don't you young lads—(laughter)—get your backs up and think you are going to carry everything before you. I believe that as a body of officers you will do best by doing your duty as far as you can, and more particularly for your own individual owners, and anything that you wish to carry you can best carry out by discussion amongst yourselves, and by reasonable representation to your owners. Don't be violent in anything you bring forward. We have seen a lot of violence lately in other quarters, and we don't approve of it. Ventilate your grievances, bring them before me as your President, and I will be glad to do the best I can for you. (loud cheers.) You are an association, and all allies have a right to say what you think. Never forget that this association is not mine, it is yours, and I shall be only too happy to do anything that lies in my power for you. I think that has been proved, and I shall still do the same. Let every question be thoroughly talked over and thrashed out. We don't want to hide our eyes under a bushel. I am quite sure of this, that your owners are your best friends if you only know it. In conclusion, I can only congratulate you on your success, which has come to me as a very agreeable surprise.

A vote of thanks was accorded to the President for his address, in reply to which he said the thanks of the Association were due to the energetic secretary, and to the members of the deputation, which came forward in such a manly way to thank the Governor and wish him good bye and good luck. He had left the colony under a slight cloud, but that would fade away, and he trusted the Governor would have a long and successful career before him.

The Secretary, briefly replied, urging the members of the association to use every effort to induce others to join, and to show up the measures of those who while receiving benefits conferred on all officers alike through the

association's efforts, themselves refused to assist in the great work.

The rest of the meeting was occupied with unimportant business.

THE "SIN NANZING" CASE.

James Peters, master of the British steamer *Sin Nanzing*, was summoned at the Police Court on the 8th inst. for having, on the 2nd ult., unlawfully carried off passengers in excess of the number allowed by his clearance.

Mr. Wotton—I appear on behalf of the defendant, and with a view to shortening the case we admit having 76 passengers on board for Amoy when she arrived here from Manila, and I presume although we are charged with having 90 passengers, our admission of having 75 will be sufficient to settle the case. I propose to ask Mr. Machado a question or two and then call the Chief Officer, and upon that I shall base my defence.

J. Machado, cross-examined, said—I am first clerk at the Harbour-master's office; my duties are to enter all entrances and clearances. I remember Captain Peters' arrival and his reporting himself, but he did not tell me the number of passengers he had on board when he arrived. He came to me for his clearance, I often have a lot of questions to ask at such a time. I remember all that took place about the matter now in question. He never mentioned anything about passengers to me at all. As far as I can recollect he did not tell me about any passengers. I put the question to him, and he said he was not going to take any passengers to Amoy. I said "Have you any passengers for Amoy?" and he said "No." The steamer cleared without passengers. I swear he never said that he was carrying passengers to Amoy. Nothing was mentioned about having any passengers on board in transit.

F. S. Harkin, cross-examined, said—I went on board and counted the passengers. The Captain gave me all the assistance he could. He told me the passengers were going on to Amoy, and were shipped at Manila. There was some conversation between us as to his clearing them from this port. I do not remember what was said, but we might have spoken about the passengers.

Mr. Wotton—I do not propose to take up the time of the Court with further evidence. We admit having them on board in transit from Manila to Amoy, and I submit it was not necessary to declare them in this port. By Section 2 of 1890, your Worship will see there may be some doubt whether it is necessary to declare them or not. It first lays down what a master shall do when he proposes to carry passengers on a projected voyage. The question is was the voyage from Manila to Amoy *via* Hongkong ended when the steamer arrived here? That was to say did she commence a fresh voyage when she started from here to Amoy? I submit it was not, and that the master was not more amenable for having the passengers on board, than he would be for having cargo in the hold, or for having passengers on board for another port. By a projected voyage is meant the voyage about to be started, and not the voyage on which the ship is, and that is the argument I put before you on that point. In order to make the master punishable it is necessary to prove that there has been wilful misrepresentation. Capt. Peters has been in the Company's service for a number of years and he has made similar voyages many times before, and had a bona fide belief that as the passengers were in transit he did not need to report them, but he has mentioned he had passengers on board from Manila to Amoy to Mr. Machado. He had no passengers from Hongkong to Amoy, and unless he wilfully misrepresented the matter there was no case. He has been trading in the East for years and this is the first time he has been brought to Court and I submit there is no evidence to show that he has wilfully broken the law.

Captain Peters was then called, and in answer to Mr. Wotton, said—I have been master of the *Sin Nanzing* for eighteen months. I have been 30 years in Eastern waters, and have been in and out of Hongkong since 1859. I remember arriving here from Manila on this voyage. When I went to the Harbour-master's Office, I think I saw Mr. Machado. I told him I had 76 passengers in transit; but none from the colony. I only had 76 passengers, and I took them to Amoy; none were landed here. When I got my clearance I was asked if I was taking any passengers away and I said "no." As I understood the question it was meant "taking passengers from the colony," I was bound to say that the passengers were not to come within the meaning of the Act. I had no intention of infringing the law. My voyage was from Manila to Amoy *via* Hongkong.

By Inspector Mathieson—Mr. Messgens of the Harbour office was on board my vessel on the morning I was leaving this port for Amoy. He did not tell me that I could not leave the harbour with more than twelve passengers on board.

Mr. Wotton—That is the case, your Worship, and I think you can hardly say that a vessel chartered for a voyage to a port of call, begins a fresh voyage when she starts again from one of the ports of call. The voyage is not completed when she calls here. Your Worship sees the kind of man charged and there is no evidence of anything wilful to show, and I submit a caution would be sufficient as there are very strong grounds for believing that he did not intend to infringe the law.

Mr. Hastings, Acting Harbour-master, said there was nothing in the shipping law about passengers in transit. There would have been no case at all had they not received the information. He was certainly of opinion that the law had been infringed.

Mr. Wotton—But not wilfully.

Mr. Wise—I think a breach of Ordinance has been committed, but it may not have been done wilfully. I shall only impose a small fine which shall be \$25.

A CHINESE STATESMAN ON THE POLITICAL SITUATION.

The *Sin-foo* publishes the following memorial to the Emperor from Sir. Chinese Minister to Great Britain, France and Belgium:—

May it please your Imperial Majesty; your humble servant having now been several months at his post, begs humbly to present his report on the present general aspect of foreign affairs.

The manner in which your servant was received at the Courts of England, France and Belgium, and the friendly relations that existed at that time between those Courts and that of your Majesty have already formed the subject of a memorial from me to the Throne. The same happy relations, I am glad to say, continue.

Rome, the capital of the kingdom of Italy, is always the seat of severe malarial fevers during the summer months, and in order to avoid the prevailing sickness, and the unpleasant heat of that city during the summer, the King, the Minister of Foreign Affairs, and the other members of the Government, and a number of the nobles, returned to Rome at the end of the 6th or 7th moon, in order to transact important state affairs. For this reason your servant has not hastened his departure from Rome. He has remained there reviewing old records and strengthening the friendship with the ministry

and men of influence. Your servant's present memorial records what his ears have heard and his eyes have seen.

For several decades past of all the Foreign Powers, Great Britain and France have given the most trouble to China. In years gone by the ministers and agents sent by them to China resided usually for a number of years at the ports to which they were sent, and there gradually acquired an intimate knowledge of all affairs connected with China. When disputes used to arise with the representative of either of these foreign countries, he always used to go and take counsel with his fellow representatives, and then they would combine to force China to terms. We gave them wealth and received no thanks for it. We used reasonable argument with them and received tardy and unsatisfactory answers. We made treaties with them which they evaded. This state of affairs was not the growth of a single day. Your servant in reviewing the records for the third and fourth years of your reign finds that when Minister Koh Song Jao first came here, plenty of trouble beset his work. He found record of cases which only the Chinese themselves were competent to decide, but which the foreigners took up and adjudicated. There were cases which were plainly governed by clauses in the treaties which the foreigners themselves made with us, but the foreigners openly violated those treaties to further their own ends. All this was owing to the foreign merchants, who in their desire to amass wealth paid no heed to the great questions of State, and the foreign agents took advantage of the fact that China had no representatives abroad in every way. In communicating with their Foreign Office they had their own say on all disputed matters, and represented nations in the worst light for China, and advocated on one side of every dispute, that which was most to the advantage of their countrymen. Since then the aspect of affairs has undergone a change and such abuses are of less frequent occurrence. Your servant in this intercourse with the officials and agents of England and France has observed that in their conversation they all desire to make friends with the Chinese on a footing of equality, and not as formerly when they looked down on them. There are several causes which have led to this result. One of them was our refusal to pay any indemnity to the French after the trouble in Tonquin. The French even now blame Mr. Ferry for having provoked the war. Our resolute refusal to pay the indemnity has raised us immensely in the opinion of all the foreign nations, who now see we are not to be bullied into compliance with every ridiculous proposal. Another cause which has led to this altered state of affairs is that, during these past ten years, our representatives abroad in different countries have studied their social positions, their advantages and defects are now laid bare. This fact has aided in making the foreigners respect us and bring them and the Chinese into sympathy with each other. Then the improvements that have been made in our coast defences, and the creation of the Board of Admiralty, together with the fact that our youth educated abroad have again and again carried off college honours in examinations in foreign colleges, and institutions, showing that the Chinese are not in any way behind themselves in ability to learn, have raised us in the estimation of the foreigners. Now is the best time, then, to negotiate, on equal grounds, and to do so is when China commands the respect of other nations. On important matters your servant will memorialize the Throne direct, but touching matters of minor importance your servant will communicate with the Tsung-li Yamen. Your servant's object and aim is to enrich China and to bring the foreign nations and China closer together, and to give no cause for other nations to despise us.

Your servant has also heard that the Ministers have particularly well off in the Tsung-li Yamen. Your servant's object and aim is to enrich China and to bring the foreign nations and China closer together, and to give no cause for other nations to despise us.

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The Hongkong Telegraph.



No. 2843

THURSDAY, MAY 14, 1891.

SIX DOLLARS PER QUARTER

DEATHS.
On the 2nd May, on board the German mail steamer *Sachsen*, in the Red Sea, EDITH, the beloved wife of Joseph Welch.
At the General Hospital, Shanghai, on the 3rd May, 1891, ELIJAH WELLS, engineer, formerly of the Taku Tug and Lighter Co., aged 44 years.
At Kinkiang, on the 3rd May, CHARLES ROWE, for 12 years Constable of H.B.M. Consulate, Kinkiang.

The Hongkong Telegraph.

HONGKONG, THURSDAY, MAY 14, 1891.

THE MERCANTILE MARINE OFFICERS' ASSOCIATION ON THE STUMP.

As a transcendent exhibition of blatant toadyism, cant, and undiluted twaddle we commend our readers to a study of the "Praise-God Barabones" proceedings at the meeting of the Mercantile Marine Officers' Association on Friday last. The meeting was apparently called by Captain SAMUEL ASHTON and his associates to render thanks to the Almighty, coupled with Sir WILLIAM DES VŒUX (we quote from the Chairman's speech), for the passing of *The Sunday Working Cargo Ordinance*. The worthy Chairman commenced by informing his audience that "He felt bound to confess that the passage of the Bill was somewhat of a surprise to him." We can support him in this at all events, for we happen to know that until the *Hongkong Telegraph* undertook its advocacy, Captain ASHTON, in despair of getting the measure passed within any appreciable period, had frankly admitted that he had actually given the reform up as a hopeless job. We claim no particular credit for the line of action this journal has taken from the beginning, for it was a matter of justice as well as duty to support a measure for the benefit, mark! not only of the "deserving class,"—the phrase was ours, not Governor DES VŒUX—but for the moral, social and sanitary benefit of the community at large. The part played by Mr. J. J. Kewrick in this matter, as claimed by Captain ASHTON, may or may not be correct, and we only ask here if it is not capable of a contrary construction? But we say and most emphatically that, if there is one thing more certain than another, and the last acts of Sir WILLIAM DES VŒUX confirm our view to the letter, it is that the hurried passage of this Bill was really not due to any revulsion of opinion in his Excellency's mind as to the advisability of the measure, but rather to a baser and more unworthy influence, namely, that of chagrin. If not of vindictiveness towards an influential section of this community. We are sorry to have to admit this, for no one received fairer treatment at our hands than Governor DES VŒUX; but we are honestly bound to the opinion that his final official acts conclusively showed him to be at his best, but a shallow and vindictive man, with a deplorable littleness of mind and character disqualifying him from administering the Government of any important community. We likewise confess to not being surprised at Sir JAMES RUSSELL, in his cut-and-dried enlogio on the departing spirit, considering Sir WILLIAM DES VŒUX a strong Governor, for, as we have previously said, his Excellency was a "good hater," and in this, if in nothing else, the Chief Justice found a faithful coadjutor. The Sunday labour question from the outset found, comparatively speaking, an overwhelming opposition both from official and unofficial sources in this colony, including the Governor of Hongkong, as well as his Excellency of the Straits Settlements—vide their consultations with Lord KUTNER—yet we did not hesitate to give it the unqualified support of this journal, and we have assisted in every possible manner, and at no inconsiderable sacrifice, in encouraging the movement to be kept to the fore, as well as originating the principle of licensing so as not to make the working on Sundays altogether prohibitory in important emergencies. Therefore it is with great regret that we perceive an institution possessing elements of influence and benefit degenerating, almost at its start, into a "Praise-God Barabones" association with a vengeance, and that certainly, as the Chairman stated, "is not going to hide its light under a bushel, or for the matter of that, its cant either in this particular respect." It is indeed lamentable to witness this "deserving class," a term implying intelligence and common-sense, making such egregious illogicalities of themselves as they did at Friday's meeting. Such displays, we can assure them, add neither to the dignity or reputation of the Association, and certainly will detract, if perished in, from its sphere of usefulness and influence. Moreover, we have no hesitation in characterizing such conduct as out of keeping with what is generally understood as the attributes of the term "British sailor," for if there is one characteristic of the British tar, has reason, to be proud, straightforward, independence, without condescending to lick official or unofficial shoes, and it is because we do not wish to see this proud reputation so-misplaced in Hongkong, and that we have felt constrained to write on this subject so strongly. We have no hesitation in saying "God bless Sir WILLIAM DES VŒUX," but such an expression, twice repeated, was far more than doubtful taste from the Chairman of the Hongkong Marine Officers' Association under the circumstances which actually led to the passing of *The Sunday Working Cargo Ordinance*.

And when Captain ASHTON was thus ridiculously belauding his Excellency, and the other members of the Association were loudly applauding Pharisaical expressions which will only amuse the initiated, we would like to know why the name of the Rev. A. G. Goldsmith, the sailors' friend, the man who actually initiated the crusade against Sunday labour in this colony, was entirely forgotten!

THE CHAMBER OF COMMERCE AND SUNDAY LABOUR.

It was not to be expected the Hongkong Sunday labour question would be allowed a settlement without a struggle from those chiefly benefitted in enforcing their claim to a full pound of flesh, in the shape of a full seven days of toil and labour without rest, from their Christian employees' year's end to year's end. In a previous article on this subject we incidentally mentioned the fact that an old law of this colony provided for the cessation of labour on Sunday. We have not had the opportunity yet of examining the why and wherefore this law has been abrogated and set aside, and no doubt our further investigations in this line will prove interesting. It is with regret we find the honourable member for the Chamber of Commerce taking up as wrong a position in this question as we venture to think his Excellency the Governor took up in the matter of the "Pay Grab" question. The serious and continued ill health of his Excellency, which, in this sole instance throughout his able administration has apparently warped his usual singularly calm and dispassionate judgment, is some excuse for what we think is a simple error of judgment on the part of Sir W. DES VŒUX, but there is no such excuse for our energetic and capable unofficial member, except that even with so strong a representative it could hardly be expected that Mr. WHITEHEAD would retire without a bout in favour of his influential and interested backers in the Chamber. A perusal, however, of the honourable member's letter in our issue of the 5th inst. must convince anyone that it is not written in the concise and trenchant style which is so characteristic of Mr. WHITEHEAD's compositions; it is feeble and half-hearted throughout. Having fearlessly led the van in support of this question from the outset, without entering into a repetition of our arguments we content ourselves with simply reviewing, so far as we can comprehend them, the somewhat laboured and not well defined objections of the honorable member. In the first place the exponent of the Hongkong Chamber of Commerce holding a brief for Chinese interests is really too deliciously thin; it is something entirely new to find the Chamber of Commerce of this colony posing as the protector of native interests. A short time only has elapsed since the sapient wire pullers of this same Association took up a particularly strong attitude in endeavouring to crush the Observatory and all belonging to it, simply because its staff did their duty and gave timely weather warnings. These warnings our local autocrats considered were unnecessarily frequent, and besides interfered with their shipping profits. It mattered not an iota to them whether or not the ghastly spectacle of the 1874 typhoon was reproduced on the shores of this harbour. They, safely ensconced ashore, were only too ready to view with complacency the risks and perils of the boating population of this essentially seafaring colony, and resented such timely warnings of approaching danger. So it ever has been and will be while such an Association in its present constitution is suffered to exist.

The second stand-point of Mr. WHITEHEAD was in regard to interference with the food supply of the colony. This again is exceedingly amusing, for no one knows better than the honourable member that the sanitary laws of the colony enter here, with which this legislation would not clash. Special provision has ensured that perishable articles of food will not be allowed to "rot" on board to the risk of health of the crew of steamers, and moreover, if landed, providing for their treatment in accordance with the sanitary conditions and regulations of the colony. There will be no grutchance of the colony being thrown on a state of famine, for at present the Chinese do not allow Sunday shipments or clearances from any treaty port in the Empire. Again as regards running charters, it is preposterous to talk about the "shoe plucking" in any unfair degree here. It is an utter impossibility for vessels to be chartered from this colony to run to any civilised port where Sunday work is permitted. Charters invariably run *Monday-Sundays* as working days, and if they are so capable of alteration here as to provide for Sundays being counted as working days only in this colony, then it all tends to show the crying evils and supports the urgency for reform. The Chamber of Commerce of Hongkong cannot be congratulated on this latest feeble effort to thwart the passage of the Sunday Labour Ordinance, and so far as our opinion goes the concluding simile of its representative is inappropriate, the boot being rather on the other leg. We appealed in the most gentlemanly manner at the outset to the great employers of labour in this colony, to the light of labour events occurring throughout the universe, to approach this question in a considerate and conciliatory spirit; they heeded not our advice and preferred therefore "to strain at the gnat," and now may enjoy the pleasure to the fullest extent of having to swallow the camel.

OUR LATE GOVERNOR.

SIR GEORGE WILLIAM DES VŒUX, K.C.M.G., has departed. It is no affectation to quote the trite phrase that we could have better spared a better man; and there can be but one feeling—that of sincere sympathy—in the breasts of those who compare his comparatively cold leave-taking to-day with the warm reception given him on his arrival in October 1887, the public recognition accorded fourteen months ago, when he went home in search of health, or the enthusiastic welcome he received on his return, only last December. He has gone away with blithe heart, for he is the "good hater" whom Dr. JOHNSON so loved, and he cannot forget the revolt of the Unofficial Members, or the wave of adverse public opinion that has recently swept over the Colony—even though one of the insurgents has formally returned to his allegiance, and sued for pardon at the eleventh hour. The senseless system of presenting meaningless addresses, especially by subordinates in the Civil Service, was as usual perpetuated; this morning (7th inst.) a very tired-looking invalid might have been seen leaning back against the wall of the reception-room at Government House, listening to a fulsome address hurled at him by two Europeans and three Chinese; who retired only to give place to about a score of officials with another treacherous production, in which they talked freely about Her Most Gracious Majesty, and yawned their gratitude to their departing protector in the matter of salaries. Sir G. W. DES VŒUX did not really take the trouble to reply—he took a leaf from the address-presenters' book, and said he would write it. Even on board the *Oceanic* the pursuit was kept up with spirit, the *gentle bore* being in full cry almost until the propeller began to turn. Yes, ex-Governor DES VŒUX deserves our sympathy. And we give it to him most heartily.

On his arrival in 1887—he came *via* America, as he is returning—he said he was a man of few words, preferring actions to deeds. He has not altogether sustained the reputation for taciturnity with which he desired to be credited, but he has seldom spoken in uncertain phrase; if his periods have not been quite so ornate as those of his sometime predecessor, the uxorious BOWEN, they have been far ahead of them in common sense. When he arrived we wrote:—"The career of Sir WILLIAM DES VŒUX in this colony will depend mainly upon himself. There are many obstacles in the way, and for some time at least his office will be no secure; but to a resolute and independent man, determined to work for the general weal without fear of favor, there is nothing that cannot easily be surmounted." It would be unfair to an absent man to say that his general policy, has not been all that could be wished—one need but re-peruse the speeches made in the City Hall in February last year to see what he had done even up to then, and to appreciate his methods.

At the same time it would be simply well, *Daily Press* to ignore the fact that almost his last official act was a gross blunder. We won't reopen the threadbare Military Contribution question—we think there is but little argument needed to show that in dealing with the Governor DES VŒUX had much more regard for the interests of that Imperial Government which could promote or degrade him, as he pleased or displeased, than of the humble Colonial islet which simply paid him a trifling \$34,000 a year. The reason is not difficult to find. A man who has earned his bread-and-butter for nearly thirty years in a host of "Barabones," where the wish of Her Most Gracious Majesty over-rides all local demands; who for eight years has been oppressed by the weight of a K. C. M. G. ship; who has been accustomed to the nervous acquiescence of the semi-cannibal Fijian, the untutored Barbadian, and the torpid Newfoundlanders—such a man can scarcely understand a suddenly-asserted opposition on the part of four unofficial legislators, who are men and British representatives, and of the thousands whom they represent, to a scarcely-velled legal robbery whose only excuse is that of precedent. At any rate Governor DES VŒUX, if he did recognise their right to take up an antagonistic position, did not make the least effort to conciliate or alter their opinion. And to-day, he went away almost unnoticed, save for the spontaneous and honest "send-off" given him by the sea-faring class, whose gratitude he has earned by his last public act here. We sincerely hope to hear of his restoration to health, and trust that he and the gentle lady who accompanies him may be spared to enjoy many happy days in whatever sphere the Downing Street authorities may design to place him.

FAILURE OF ADAMSON, BELL & CO.

We regret to hear, as will every old resident in the Far East, that the historical firm of Adamson, Bell & Co. have met unexpectedly come to grief. Losses through silk speculations in Yokohama are said to have been the immediate cause of this most disastrous failure. The old firm will not do up, and with such a Bismarck of commercial enterprises as George B. Dowell at the head of affairs, we can look to the future with much confidence. We refrain from obvious reasons, from going into details when all particulars reach us they will be duly published. Meanwhile, we ask our readers to remember that Adamson, Bell & Co. are of the olden and most honorable class that have ever traded in the Far East.

TELEGRAMS.

(Special to the Hongkong Telegraph.)
JAPAN'S NEW PRIME MINISTER.

TOKYO, May 6th.
Count Matsugata, Minister of Finance, has been appointed Prime Minister, vice Count Yamagata, who resigned owing to continued ill-health.

LOCAL AND GENERAL.

THE Mutual Shipper's steamer *Mayone* arrived at Hankow at daylight on the 7th inst. to load new season's teas for the London market.

At Kowloon City on the 11th inst. an enterprising curio-hunter, by arrangement, secured three of the pig-tails of the victims. Case of "heads, you lose, tails I win."

A TYPHOON struck Phi-lung-tsun, near Hanoi, on Saturday last, destroying part of the *Imperial*, a military expedition and injuring several men and horses.

A NATIVE contemporary says that the military prison of General Fung Yuen at Canton is overcrowded with prisoners such as pirates, bandits, highway robbers and degenerates, and measures are being taken to erect a larger one in its place.

A TELEGRAM has been received from Hankow, according to a Northern native paper, stating that this year's tea season has opened, a little earlier than in previous years; besides, the quality being less, the quality is superior, and only the Russians are buying.

H.M.S. *Impetuous* went out on a short trip this morning (12th inst.) in the direction of Tytan Bay, to look for the *Helma* which has been saved, and the whole of the salving gear. Captain Gieseler was superintending the work. No life was lost, as the people sleeping on board escaped in time by a hanging bridge.

The way in which the Strambost Company's employees exact five-cent fares from "dead-beats" who try to gain surreptitious passages from Canton, if not legal, is at least, practical. They simply grab the jackets of their backs and retain them until the "beats" after going ashore in this port, manage to beg, borrow or steal five cents wherewith to redeem their property. The necessity for this sort of thing shows the class of gentry just now taking advantage of the fierce war of rates prevailing in the Canton river.

The *Roman* came down with 1,400 of the *Gifts of Chinese Society*, on the 12th inst., i.e. \$70 for the lot!

TWO men were charged under the new *Gambling Ordinance* the Police Court yesterday morning with keeping a common gaming house in Gilman's Bazaar. The place was raided by Acting Inspector Mann and a posse of constables. Fantan paraphernalia and the princely sum of \$4.95 were seized, but it does not appear that any gambling was going on. The defendants pleaded that they were not the keepers of the house, but it was no use. "Fifty dollars or six weeks' imprisonment," said his Worship, as the new Ordinance makes no nice distinctions. Will the police please to remember this in their future raids? One or two European deers might be tried on, just for a change.

THE loss of the Shanghai burglar is in the ascendant. Last week the house of Mr. Henry Hens, Ewo Crescent, was entered, and some clocks, the family spoons, a few umbrellas, etc., taken away in a bale of flannel, tied up with cord from a picture. The Celestial Sikes also enjoyed a few cigars and cigarettes whilst paying his visit. The next night Mr. A. R. Bowman, of the Hall and Hotel Company, had a similar interview with three "braves" who had been going by his clock, and turned the tables on them by robbing one of them of a horse-pistol. Apparently it would not go off, but the thieves did, taking with them several prime poultry as security for the return of the flat-lock. They are all still at large.

HOW criminals are manufactured in Hongkong. Will, Major-General Dierck Barker, and the unofficial members of the Legislative Council kindly note? To November last a coolie named Tang Hui was sentenced to 15 months' imprisonment for stealing certain articles of jewellery, the property Mr. Justice Fielding Clark; his time was up yesterday morning and he was about to be discharged when a piece of paper was found in his queue—described as a letter he was taking out for a fellow prisoner—and he was at once run in before the magistrate for a breach of prison regulations. Mr. Wise fined the hapless wretch \$10 (the maximum penalty) with the alternative of two months' imprisonment. Of course the man went back to rack. Is there any sense, or reason, or justice, or anything but arbitrary short-sightedness, in this sort of work?

THE Editor of our Canton contemporary the *Kuang-poo* devotes a leading article in yesterday's (11th inst.) issue to the subject of the projected new Chinese river steamship company in which he states that the capital of company is to amount to 500,000 taels, i.e. 100,000 shares of \$5 each. The steamers are to run between Hongkong, Canton, and Macao, and the article goes on to state, the Viceroy of Canton is going to make special representations to the T'ung-Yamen with a view to preventing foreign-owned steamers ascending the Pearl River beyond Wampoo! We presume the shareholders are parting with their dollars upon the understanding that the "special representations" will have the desired result. If not, we fear the anti-foreign promoters of the new enterprises will find themselves or their constituents badly "let" in the long run.

THERE is no such thing in Hongkong as "one law for the poor and another for the rich," but all the same Mr. A. G. Wise yesterday morning dismissed a summons against Messrs. "D. D. Sassoon and Co." for breaching "Duddell Street" by piling tea bags of goods on the public thoroughfare. The offence was not denied, but Mr. Wise who appeared for the defendants argued that the police constable, who laid the charge, ought to have "gone into Messrs. Sassoon's office and seen one of the European employees," when the "bales" would have been at once removed, but he only went to a Chinaman who had no authority, and hence the summons. Had the offender been a Chinese he would probably have been taken by the scruff of the neck, forcibly run up to the Police Station, hauled before the magistrate and sentenced to the extreme limit, with forty lashes thrown in to amuse him during his confinement. Mr. Wise, on the other hand, proved—and dismissed the summons. Captain A. H. Worsley applied for a long spell of vacation leave just now. We are sure it would do him a lot of good, and the administration of justice in the colony, no harm.

A BAND of pirates was attacked by a body of *gardes civiles* at Mon-cav last week, and many of the former were killed. Among them was Lu-yi, the chief of the bandits who held the Messrs. Rique for \$9,000 ransom last year.

OME speculative sampan-men are doing a good business in fresh water which, brought from Kowloon and other places on the mainland of China, they are selling at ten cents per bucket to dozens of their thirsty countrymen who swarm around the market lately as soon as a water-bowl comes along. Next week the price will go up to 15 and 20 cents per bucket, providing there is no rain in the interim.

THE *Shanghai Mercury* learns on good authority that a grand review of the Pel-vang, and Canton naval squadrons is to be held towards the end of the month in the neighbourhood of Wei-hai-wei, in the presence of Li Hung-chang and a number of high Chinese and Manchurian officials. The united squadrons are afterwards to go on a prolonged cruise along the Korean coast as far as Gensan.

At the Police Court on the 12th inst. two men were remanded on a charge of burglary and murder in the village of Sa Ching, in Chinese jurisdiction, in July, 1889. There is every prospect that they will be handed over in due course, and those who missed the executions at Kowloon on the 11th inst. may have another chance. Seems to be a bit of a Kowloon just now—more than could be said for Fungjoms. And there is something to be seen for the money.

The wreck of the *Nanang*, which was recently sold by auction to a Macao Chinaman named Malcamo as she lay on the rocks at Middle Island, was on Monday morning completely broken up and washed into deep water by a heavy southerly swell, which in a few hours carried away the whole of the vessel with a lot of valuable machinery that had been saved, and the whole of the salving gear. Captain Gieseler was superintending the work. No life was lost, as the people sleeping on board escaped in time by a hanging bridge.

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If nine months' imprisonment is a proper sentence for merely bringing a Chinese girl into the colony under suspicious circumstances, what ought a European member of the Hongkong Government (service) to get who admits in a public court of justice to have had a hand in selling a Chinese child for emigration purposes? Persons like the Crown Prosecutor, whoever he may be, will oblige us with this interesting information.

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge with thanks the following donations to the funds of the Hospital—

Messrs. Reuter, Brockmann & Co., \$50	
Mr. J. Francis, Esq., Q.C., 50	
Messrs. Johnson, Stokes and Master, 50	
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A. J. David, Esq., 25	
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Messrs. P. D. Golia & Co., 2	
Leung Tsah, Esq., 1	

Tempora mutantur! About a dozen years ago certain antiquated members of the local Great Council, bent fast to the policy of refusing all hotel or spirit houses for places situated to the eastward of the "cross-roads" in Queen's Road West. The Oriental and Hongkong were in those days the only hotels in the Central districts and to the eastward there were none at all. Some of the Justices, well-known property owners and jobbers, considered that the residents east of the Hongkong Hotel didn't require any refreshments—or perhaps they thought such establishments would hurt their principles, or their pockets. Times change, dear brethren, and we change with them. We don't think Hongkong Justices have changed very much, judging from the other side, one or two of them. In those other days, but the times have certainly altered, and what represents public opinion in this colony has fairly swamped the fossilised ideas of the queerly constructed antiquaries who would still dominate Hongkong, if they dared or possessed the influence. There are now a goodly number of refreshment buffets on the other side of the Cricket Ground and we have never heard that they have done any particular harm; rather the contrary in fact; but a hotel in what used to be Whitfield Police Station, at the entrance to Causeway Bay, is enough to make "the Bench" and the apostles of the Temperance Union go into hysterics. Mr. Osborne, well and favorably known to Hongkong pilgrims as manager at "Cragbottle" for the Penk Hotel. Co. a man who knows his business and is not above it, has opened a very convenient and comfortably furnished little hostelry in the old police station; the house has been altered and artistically decorated by that enterprising local artist, Mr. W. S. Marten, it contains a bar, several nicely furnished parlours, and a handsome dining room, where, if time allows, etc., can be served to meet all tastes. The Bay View House, such is the title of the new hotel, will be a most convenient rest-house for the numerous pedestrians and others who flock to the Shau-ki-wan Road for a breath of fresh air during the long summer evenings, and Mr. Osborne ought to enjoy a roaring business. If he can only obtain permission from the Government, and we can see no reason why he shouldn't, establish a range of properly constructed bathing houses along the beach, a short distance past the Black Rock, he will make a handsome income for himself and confer a most valuable boon on the community at large.

SUPREME COURT, IN ORIGINAL JURISDICTION.

(Before Sir James Russell, Chief Justice.)
May 6th.
A FISHY CASE.

Judgment was delivered in the case *Loo Ngo Ko versus Chan Sub Sang*, which was a claim for the possession of Sec. A of Island Lot 122 and two shops erected thereon, and for profits from May 18th, 1890. Plaintiff's claim rested on a purchase and assignment dated November 5th, 1889, from Leung Ayl. He was duly registered in the Land Office as owner, and his title was not disputed. Defendant claimed that the owner in 1878, Ho Lai Shi, leased the property to defendant's father for 20 years at \$98 per month. A book was produced with an entry purporting to be a lease. In 1888 Leung Ayl tried to raise the rent to \$120, when this book was produced and a memorial of it was registered in the Land Office, Decr. 10, 1888. There was some doubt as to the validity of the lease, but his Lordship ruled that it could not affect Leung Ayl (who knew nothing of it) nor his successor the plaintiff. Ord. III of 1844 (the preamble had the words "to prevent secret and fraudulent conveyances," etc.) After going fully into the Ordinance, his Lordship found that plaintiff was entitled to possession of the premises in May, 1890. There must be a decree for possession and also rents up to date of delivering possession. Judgment for plaintiff with costs.

Mr. Robinson (for the plaintiff) asked for immediate execution. The premises in dispute were burnt down a day or two ago, and without reference to any question which might come before the magistrate at the trial, the order for possession was made. The order was made on the 12th inst. The amount due for rent could be settled by the Registrar. Mr. Pollock (for defendant) had said there would be no difficulty in arranging what the amount should be. Defendant had not appeared and was not represented to-day, which added to the suspicions.

His Lordship made the order accordingly.

THE CHINESE FUNERAL RITES CASE.
In the matter of the estate of Tso Wing Yang, deceased, in which Mr. Phillipps appeared for one of the legatees and Mr. Leach for the Official Assignee.
His Lordship gave judgment in accordance with the application, that the bequest of one

Washington pawn-shop inspector, knows a thing or two about the squalid Peninsula Kingdom. His opinions are not exactly flattering to the venal parasites who are alleged to be engaged in plucking that wretched country bare. It is possible, perhaps, that the fact of the Korean Government being still in arrears with his pay to the tune of two years' salary, and that the prospects of their ever settling up are as poor as the land itself, may have tended to bias his mind.

"Our military mission," said the Colonel to a representative of this paper, "was a gigantic hoax with which I shall ever regret having been connected; the result of a mischievous missionary intrigue for the purpose of opposing the influence and interests of Col. Chas. Chittell Long. It accomplished nothing beyond keeping Col. Long from the command of the Korean forces which had been tendered him. Indeed, it was probably never intended that it should accomplish anything else. Mr. Dore certainly never contemplated any work of a serious nature, while Mr. Cummings was physically incompetent to command troops or aid in any work of a military nature. Beyond a little drill and a few matters of trivial detail, the Korean authorities under Russian advice, assisted by their own innate inertia and the middle-class idleness and malice of the late so-called American Foreign 'Advisor,' took good care I should not even have a chance to act. I look upon the whole thing as three years of my life wasted, and return home a wiser and poorer man."

The chances of my receiving what is due me are very slim so long as the United States has a State Department as at present constituted. We want diplomatists *à la carte* and not *à la hasard*—not pettifogging shysters lawyers fresh from whitening touchpicks on the steps of their village grocery store. Nor have we much further use for broken-down merchants. If my Government is ever to regain its old influence and prestige in the East, a new list must be turned over by the next Administration. For beyond appointing diplomatists to consular positions—probably the principle of tampering with the enemy's teeth—and the sending to foreign Courts of ministers ignorant of the language and customs of the countries to which they are accredited, the present wielders of executive power in America seem void of any well-founded public policy in the "proper" sense. The colossal fiasco of the Pan-American Congress, followed inconceivably by revolts, revolutions and wars in several of the South American states; the McKinley and Silver Bills interfering with and disturbing the resources and finances of my country, are a few instances in point. Until now by education, conviction and experience I have always been a staunch Republican in every sense of the word—hater of disorder and misrule, and of the evils of monarchy, and a desire for liberty with fair laws. But now traditions seem to be vanishing, and justice, truth, and honour are to be disappearing in the treacherous quicksands of financial greed, the selfish seeking after personal aggrandizement, and the indifference of the few to the welfare of the many. Thus I waver, uncertain whether America has not pursued a wrong course! After darkness there sometimes comes light.

The recent shocking miscarriage of justice and subsequent catastrophe at New Orleans certainly indicates that improvement of some kind should be sought for it is, indeed, greatly needed. Natives cannot, of course, expect to progress through cycles of years without using trial and error, and blood and treasure. The timidity of equity has not and can never have a predominant share in the policy of nations. Politics and sentimentalism are incompatible. The introduction of Asiatic savagery in so civilized a community as Louisiana clearly shows a flaw somewhere either in the form or strength of those who pretend to rule and govern in the name of the sovereign people; and the clever manner in which Sir Julian Paucotoff has managed to get the Fisheries Question submitted to the U.S. Supreme Court is an argument in favour of their want of diplomatic sagacity.

As for the political prospects and future of Korea, I think they may be covered by a cipher: embarrassed by excessive and useless expenditure for such white elephants as a mint, never yet used; a costly power mill, now in ruins; an expensive electric light plant for the palace, now out of order; the equally costly and useless machinery for a fraudulent mining scheme; contracts for chartered steamers; and misadventured schools of various descriptions, the legitimate expenses of the land, were they paid, would far exceed its revenues. But they are not paid. Instead of being handled with judgment and honesty they are frittered away on various wild-cat adventures. As to the salaries which should be paid to the foreign employees, they pass through the hands of the Korean mandarins, who deposit them in the Japanese Bank, and are ultimately withdrawn from that institution when pressure is brought to bear on them. I need hardly add that the salaries which they receive are a mere pittance, and that the money which they use to their own advantage, all parties save the foreign employees of Government being satisfied.

Without money the country can accomplish nothing in the way of developing its resources. The opening of roads, the introduction of proper means of transportation, etc., etc., the first steps which should be taken along the line of its industrial and commercial development, are unthought of.

That under its present unique foreign management, any country, corporation or sensible financier would lend to a Government already proven faithless to its public and private engagements is simply preposterous. A mere glance at, and an inquiry into, the history of its head-bedecked foreign management are sufficient! The one enthusiastic idealist, the other a hungry adventurous jack-of-all-trades, are hardly likely to inspire much confidence either in Korea itself or abroad; especially when it is remembered that neither party to this deplorable partnership has the slightest particle of executive power and that any day the pro-Japanese-Korean faction, of which they are the mere creatures, may fall, or else divide on some issue, may split and the two *Fideli Achats* find themselves sworn enemies. Signs of this eventuality were not wanting when I left Korea.

No, I do not think that Korea will get upon its legs soon. For such to be the case things would have to change considerably. Yet I hope to live to see change there for the better.

The present monarch, though well meaning, is a delicate young man, physically weak and morally weak, and is surrounded by a host of ambitious and venal counsellors. Korea being a monarchy complicated with all the evils of an oligarchy, in case of his demise, the throne would be accepted by the Crown Prince, already designated for and invested with that title by his father. This is an evil which is brought about by the interests of humanity and civilization in the Far East could wish for Korea, the youth in question being a bloated sensualist of the worst type; a slobering idiot who would be nothing more than a tool in the hands of the worst elements in that country. Fortunately an ancient prophecy predicts the extinction of the present dynasty at or about the time of the extinction of the 19th century of its existence. Disturbances and other indications of this coming to pass have shown themselves often of late. And it is not too much to hope that when such an event occurs the Imperial Government at Peking will be ready to deal promptly and energetically with

the difficulty. Otherwise the peninsula will fall into the hands of either progressive Russia or superficial and artificial France.

Should Russia get the Hermit Kingdom, while not lost to civilization it will, of course, be closed to the commercial world. Should Japan get control, as she is straining every nerve of her treacherous policy to do, Korea will be lost to both. The interests of peace, humanity and commerce demand that this should not be. Better by far for China, before it is too late and the game is still in her hands, to insist upon a modification of the twaddling policy of Russia, Japan and the United States. The latter two being but of a purely sentimental nature, if that, the morbid chimeras of a few self-interested philanthropists in and out of the State Department in Washington are not worth much.

With their own "cavalier" reasons brought forward with sufficient diplomatic skill, backed by her wealth and masses of population, supported by England's moral support, the Empire could compel the modification of the Lito treaty without firing a shot, and bring that sinister race of Confucianists to try and imitate the annexation policy and colonization schemes of their betters resulting in a merited realization of their true position. For the cause of Korea's troubles in 1884, the Japanese have been and still are a curse to the land in which, as the inhabitants are almost all pro-Chinese if anything they are most unpopular.

Indeed, why wait? Why, in the exercise of his Imperial prerogative, should not the "Mandarin" at Peking at once depose the present Wang (or prince) and place in his stead, if such can be found, some Korean more intelligent and able, and who, further, may be trusted to make of Korea what she by nature is designed to be—the easternmost bulwark of the Chinese Empire. The sooner this is an *fait accompli* the better for those who have vast commercial and political interests at stake in the event of a sudden outbreak of war in this part of the world.

I have given you my views on questions at issue, and if they prove of value in clearing up the clouds of intrigue and racialism now hanging over the peninsula kingdom I shall feel well repaid for having gone to the trouble of carefully studying the situation in the "far-away land of Chao-hai-en."

ROW IN THE SHANGHAI BRITISH CONSULATE.

An unusual and exciting sequel to a case occurred at the British Consulate at Shanghai, last Friday. Eight seamen belonging to the British ship *John McLeod* were charged by the Captain before Mr. Mansfield, Acting Assistant Judge, with refusal of duty, which they admitted; and as they all refused to return to the ship, his Worship ordered them to be imprisoned until the ship sailed, when they were to be put on board. When the decision had been given, Mr. Mansfield and Capt. Stuart left the court by one door and the eight men, under the charge of the ship's gang, by another. The men were unfortunately lost in the main corridor just behind Mr. Mansfield and the Captain. This opportunity for revenge was too good to be lost; the men made a rush at the Captain, forced him into an angle of the wall and began to belabour him with their fists. The Captain, a tall, powerful man, soon shook himself free and, dashing into the shipping office, close by, returned with a thick stick with which he administered a couple of heavy blows before some of the Consular staff, aroused by the disturbance, separated him from his assailants. In the mean time, three or four of these had run down a side passage with view of escaping, and were met by the Chief Advocate, Mr. H. S. Wilkinson, who tried to stop them. He, however, was unceremoniously knocked down, sustaining two or three bad bruises, and the ruffians made their escape. The others (except one, who was secured by the assistant gaoler) ran out by another door and got away. Warrants were immediately issued for their arrest. With the exception of some bruises, and injury to his clothes, the Captain was none the worse for the scuffle. Most of the men had knives in their possession, and one of them was flourishing a knife just before making his escape, but no such weapons were used in the struggle. It certainly speaks well for the British authorities' faith in human nature, says *M.C. Daily News*, that they should have expected eight discontented merchant sailors to talk to good like so many sheep to the slaughter. The warrants issued for the arrest of the sailors were executed by Inspector Keeling and three police officers the same day. Four of the men were found sitting down outside the Consular public house, while two others were drinking inside. The seventh man was captured elsewhere. All went quietly to the Hongkong Station and were locked up in the cells. They frequently declared that they would not go back to the ship.

THE CHUNGKING DIFFICULTY.

The correspondent of the Shanghai *Mercury* writes under date April 18th:—

"The 'boy-cot' of the newly opened Customs here indicates pretty clearly that there is something radically wrong somewhere, as a more 'solid' 'boy-cot' has never been established anywhere. The Chinese were to gain any advantage by the opening of the port and establishing a foreign-conducted Customs; they certainly would not act as they are now doing. As far as I can learn there is no one here who would not much prefer having matters remain as they were formerly. To show their disapproval of the present arrangement, they are shipping their goods away from here under the *lekin* system, and present appearances do not lead to the conclusion that there will be any goods passed through the foreign-managed Customs until the 'Taitai' decides to let this *lekin* business go on as it did before the custom house was opened. It would be interesting to know how the British Minister looks at this matter. To judge from the way in which he has managed the whole affair he simply knows nothing at all about it. If he is acquainted with the subject it is difficult to assign a reason why he should have entered into an agreement with the Chinese to collect another in his place. Possibly it was an oversight on his part to omit to stipulate that the *lekin* should not be *lekinized*; and the Chinese have taken advantage of the omission to increase the *lekin*. One would think that if he had any regard for his reputation as a diplomatist he would at once set to work to rectify this matter. As it now stands he has only put himself in a position of inferiority in the world. He has made a treaty by which the Chinese agree to relinquish the transit half-duty in favour of trade, and he binds the link in the agreement will dry and decay to collect another in place of it. It is only the Chinese who indulge in such barefaced trickery as this; and why the British Government put up with it is a mystery not easily solved. As before stated, goods that were formerly sent away from here under outward transit pass were not required to pay *lekin* in Chungking. All goods shipped from here are brought from special districts, and invariably pay *lekin* at *lekin* notwithstanding what may be said to the contrary. The *lekin* is collected in such a manner that no evidence can be produced with such

individual lot. At the barriers en route to this place a receipt is given for so much money for so many packages of goods, so that there is no receipt given for each lot of goods, nor are the goods numbered specifically, therefore there is no *lekin* pass accompanying the goods, this is a matter perfectly understood by the officials here and the demand for which by the Customs simply results in merchants having to pay another *lekin* tax here. There is nothing produced in the immediate vicinity of Chungking, which is the collecting and distributing centre for south-west and western China. The *lekin* collected here can in no way be considered a *lekin*, as this is not the final destination of the goods which the term *lekin* was originally intended to mean. Imports arriving here should not pay this tax, but this is not their final destination, which to reach they will have to pay at other barriers. Exports should not pay *lekin* here because they have already paid at all the barriers en route, from the district in which they were produced to this place. From the manner in which the new Taitai is making new regulations and rigidly carrying out old ones it is pretty clear that he is going to align trade to diminish the revenue, notwithstanding the fact that a half-duty has been abolished in both imports and exports. The newspapers have from time to time found fault with Sir Thomas Wade for allowing the Chinese to have their own way. What will they now say when Sir John Walsham's brilliant display of diplomatic ability is made known to the world? Doubtless Sir Thomas Wade will be given a respite, when it is understood that his successor has undone what he did by surrendering the right to run steamers on the Upper Yangtze and receive no benefit in return.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

11th May, 1891.

The hot weather has come at last, but the continued dryness makes the death statistics unusually high, and one almost dreads some serious epidemic if this state of things continues.

The piratical leaders of the *Namoa* affair will have expiated their crime by the time this reaches you. There can be no doubt that the chief and his lieutenant have been captured at last. The Chinese Government have shown extraordinary and commendable alacrity in this matter in running down these miscreants, but they had an axe to grind in this as in every other political movement that govern their actions, namely, smoothing the way for a more easy rendition of alleged Chinese criminals by the colonial authorities of Hongkong. The rendition of these "wanted" individuals has proved such a costly process, owing to the voraciousness of the law-sharks of your colony, who are allowed to open their cannibalistic maws to the full extremity with impunity, that the Chinese authorities, acting under advice, have decided to experiment in another direction, and the consequence is that you will have sanguinary exhibitions on the Kowloon shore until even Hongkong desire is sated. Therefore, in this instance, so far as the *Namoa* villains were concerned, their decapitation in your vicinity was *apropos* enough, but I still doubt the efficacy of such wholesale sacrifices at the altar of vengeance. The Chinese, in my opinion, seem to be solving W. H. Muller's query "a life worth living?" in the negative. Certainly, granting that a free hand is given to the indulgence of all the worst passions and vices in human nature, there is ground for argument on the conclusion that that wonderful philosopher arrived at in this matter, and if statistics will show that the drastic measures so recently adopted by the Chinese authorities have any appreciable effect on serious crime, then it seems to me that western philosophy has to retire into the shade.

FOOCHOW.

May 2nd.

Samples of Peking new season tea have arrived, and it is generally pronounced to be ten per cent better than last season, both in leaf and liquor.

We understand the losses sustained by the various shops burned during last week's fire amount to some \$200,000. Goods destroyed in two depots alone are computed at fully \$130,000. The continued bad weather we have had for days past has caused much anxiety to farmers. They fear their young rice plants just laid in will be destroyed if a flood happens now.

The tea-box makers are complaining bitterly of the great reduction in orders for tea boxes for the coming season, and numbers of men of that trade are threatened to see the season over without making a cent.

We understand the number of tea-curing hongs in the producing district in Hankow and Kiating, since those of last year, viz.: Hankow, 896, 259 hongs, against 314 this season; Kiating, 1896, 349, hongs, against 413 this season.

The natives have peculiar ideas of all things, and superstition makes them frame stories that, no doubt, they themselves disbelieve. The latest invention of this kind that comes to our knowledge is that on account of a promised large crop of all fruits, they prognosticate that sickness will be plentiful during the summer!

The oldest residents of this port have never, we believe, heard that ships could be bought for thirty for a dollar, as has been the case here, and we understand that even at such low prices numbers of them are left unsold daily. It is stated by the native sportsmen that these birds have been seen in the paddy fields in such quantities that they hardly believed them to be snipe.

A teaman who lost all he had last year and being unable to pay his loan for this year's business, pawned his daughter to the money-lender for the sum of two hundred dollars, to make a start. We do not vouch for the truth of this report; but as such a proceeding is not uncommon amongst Celestials the report may be correct, and we sincerely hope the unfortunate man will have better luck this season, in order to be able to repay the loan and save his daughter from captivity.

It is gratifying to observe that a notification dated the 22nd April last was issued by Hail Taitai, the head of the *Leikin* Office, exhorting tea growers to give their best attention in making teas, so that no injury may be done either to the Chinese or foreign merchants trading in such article, and at the same time warning those who make *lekin* tea that if discovered they shall be banished to the frontier. Rewards are also offered to any person or persons who can give information leading to the arrest of such offenders. The production is beyond doubt most useful, but we fear tea growers will take little or no notice of the proclamation, in order to be able to observe strictly the request therein contained.

May 9th.

Considerable shipments of rice have just arrived by junk from the north, and prices are very low at present.

The opening prices in Hankow are as under—stand from fifty to a hundred per cent dearer than last season! Ningchow Tia, 85 and Onis, Tia, 65.

The *Shingpo* says that the tea season in Tamsui has just commenced. After the heavy

losses sustained by tea men last year, very little business is done. The prospects of the trade are not very promising this year.

By the end of next week, we understand, a considerable amount of new tea will be down. A lot of it will have been placed on the market this week and it will not be long before we have had for some time.

It is reported that the price of tea in Peking is double that of former years; and it is doubtful whether it will benefit the tea growers or the tea hongs, and foreign buyers will do well to judge the quality, which is reported to be of good flavour.

The loss pigdin that has been going on for the last few days round the hills, must have been of some annoyance to residents, as the terrible howling and the gongs could be heard for a mile or so. It is well understood that a herd of wild pigs that has been doing much harm to the passers by in that locality. We hope our celestial friends will soon succeed in catching these *devils* and put an end to the fearful row.

HOHOW.

(FROM OUR CORRESPONDENT.)

Hohow, April 18th.

A few hot days, with the thermometer at 95° in the shade, have been succeeded by a strong north-east wind and a downpour of rain. It was much needed. There had been no rain to speak of since last autumn. The long drought should have laid in vain for some time past offered sacrifices and abstained from killing, as a means to propitiate the gods.

At Chang-Hua something very like a famine has already set in, as a number of cargo-boats were despatched there recently loaded with sweet potatoes for the relief of the starving people. No rain had fallen there for over a year. The steamer *Camodia* arrived here on the 10th direct from Tientsin with 12,000 barrels of cement. The Chinese are about to erect a new fort. It is high time, as those now standing, of rather falling, can hardly be called forts. Colonel Vogel recently selected a commanding spot. The work will be commenced forthwith, and I believe foreign engineers will superintend the building. When finished, Krupp guns, already purchased, will be mounted upon it.

The American missionary ladies at Kiungchow recently started a school for native children. As the children were poor and taken from other employments, they were given 40 cash a day each to insure regular attendance. This seems to have raised suspicions in the minds of some, who posted placards denouncing the foreigners, and imputing gross motives as the objects of the school. Complaints were made through the proper channel, with a satisfactory result.

CHEFOO.

(FROM OUR CORRESPONDENT.)

Chefoo, March 22nd.

From Port Arthur I hear that the two Armstrong cruisers *Chao Yang* and *Yang Wei* are being docked, and that the L. G. had taken over the two light-houses on Customs island. Also the two light-houses at Wei-hai-wei, recently completed there, and you will no doubt receive an official description of the same and "Notice to Mariners" for publication.

The main bulk of the Peiyang Squadron has been in Wei-hai-wei for some time now, brushing up for next month's inspection by Li Hung-chang, as rumour has it.

I was talking to a Wei-hai-wei man the other day, and he told me that a short time ago the *Leikin* was there and took in four 20-ton guns, with cartridges and other appliances, besides five 12-ton guns, for the "Leikin" was to be used for fortifications. This I am told, is the second shipment she has made from Wei-hai-wei to that place. The four 20-ton guns, were four Schneider, of the *Crescent* Works, France. The smaller guns were of Krupp make. The whole of these with other war material were brought to Wei-hai-wei last year, by a steamer direct from Europe. They were put into lighters to await shipment. At Wei-hai-wei they have splendid storage, and other appliances for removing heavy weights from land and into vessels. The steamer will lift several tons. The *Leikin* had to make two trips only taking two of the larger guns each trip. I also hear that the Chinese are strongly fortifying Taitai-wan. There are three forts which are nearly completed, two others are also building. In the fortification are seven guns, all of Krupp make, and four large Schneiders.

April 25th.

The new and commodious buildings quite recently completed by orders of the Taitai, to serve the purposes of a Public School and Hospital, were opened on the 22nd inst. early this morning. Happily there was no southerly wind at the time; else the whole town would have gone "to blazes"; there are only two utterly inadequate fire engines in the whole place, of the most primitive pattern. The buildings have been totally destroyed. Don't know yet if lives have been lost.

May 1st.

Li Hung-chang will inspect the Peiyang Squadron on the 22nd instant at Wei-hai-wei, whence the squadron will proceed to Taitai-wan for target practice.

The great inspection, which is to take place on his tour of inspection, but according to the present programme, will probably not be held here.

A new manager, of French nationality, has arrived at Port Arthur from Japan, to take over the management of the docks.

From Chefoo a number of roads are being constructed into the interior of the Shantung province, one is finished already, leading through Yeat, with trees planted on each side. The group of Kung-tung islands, off our port, is going to be fortified.

PRINCE TIENTSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, April 21st.

I hear that Messrs. H. Mabel & Co. have secured the contract for the sixteen field-guns (for the sixteen Chinese built gun-boats) from the Ordnance Department here. It has been definitely arranged that the 24 CM. guns which were damaged at Port Arthur and Wei-hai-wei are to be exchanged for new ones.

The Kiating Mining Company difficulty does not seem to be settled yet. Some of the Foreign staff have been here from the mines yesterday, and have renewed their complaint at the British Consulate to-day. Two of them, Messrs. A. Clark and J. Pringle, have accepted the terms offered them by Messrs. Woo Nan-ko and C. Klinger, and they leave the works for this place at the end of this month. It is said that the other four now here are also determined not to remain on account of the five Cantonese, who were arrested for assaulting Mr. Burns, having received "notice" instead of being punished. These five Cantonese have been sent away from the service of the Kiating Mining Company, but have been transferred to the Ping Ching Chai Silver Mines, which is a far better occupation, as this is really only a mining company, and the Kiating Mining Company is the employer of the Kiating Mining Company.

Mr. Ma Kie-cheong has arrived here from Tientsin, and Sir Horatio Taitai has departed in the *Hsiao* for Chefoo.

Complaints are made by the captains of the different steamers about the great number of tributary junks almost blocking different parts of the river, so that it makes navigation next to impossible, and whilst these junks are under way they seem to court collisions.

Last week it was very cold, but yesterday it was rather hot, the thermometer rising as high as 87° in the shade, but again the same night it fell down again to 48°.

The Chinese in the interior are very hopeful of having a plentiful harvest, especially with their wheat crop. I hear the same report from Shantung and Shansu.

The Taku Tug and Lighter Co. has, up to the present, had an excellent season, and it is estimated that there will be a dividend of 8 per cent for the first half-year, and that a good amount will be placed to the Reserve Fund.

April 22nd.

The Tientsin Water Works, organized by Messrs. R. Griffin, is not only to supply the French Settlement, but it is also likely to supply the British Settlement as well. The whole plant for both Settlements will be supplied and laid down by Messrs. Griffin at the cost of \$50,000. This sum is to be raised by shares. This is not including the supply of water to the Chinese. No doubt nearly all the shares will be taken up here, and perhaps some will go to your port. Since the question of a water supply has been mooted, His Ex. Li Hung-chang has again thought it likely that it could be arranged to supply the Chinese city with water from the Water Works. The cost for this is estimated at about Tia, 250,000. On account of the narrowness of some of the streets, it will require the buying of a deal of property by the Company, so that the streets may be widened to lay down the pipes. The question arises, will the Chinese take the water after the property is bought and the pipes are laid down. Or will a sufficient number of people take the water to make it worth the Company's while to commence the work.

A Cotton Cloth Mill is likely to be established here. Sheng Taitai talked the matter over with Li Hung-chang before the former left here for Chefoo, and if it is sanctioned, it is proposed to erect the mill near the Match Factory, or the premises known as the Imperial College, built by Mr. G. Dering, may be used for the purpose, if it is not converted into a Military College. I am told that Mr. Ma Kie-cheong is supporting Sheng Taitai in this scheme. The Match Factory, on the river, is a very busy place, and from Hankow, it is to be rebuilt. To-day the weather is still hot. At noon it was 88 degrees in the shade, but the nights are cool.

April 23rd.

Six of the Foreign employees have left or are leaving the mines at Kiating. Mr. A. Clark, who sank the Lin Hui Mines, leaves here to-morrow, having resigned. *Mercury*.

(FROM A CORRESPONDENT.)

28th April, 1891.

The Tientsin Hsien who was superseded by the Suning District Magistrate Li, in consequence of the trouble a brother of his got into in connection with a disturbance in a theatre about Chinese New Year, has handed over his seals of office to his successor and is now busy trying to square up his accounts. The loss of "face" is considerable and relations between the brothers are said to be strained. On the principle that few brooms sweep clean the new incumbent has appointed as indicators of the heavy and lighter bamboo two men of his own in place of the old *gamels* underling, who used to lay on one thousand strokes with the least possible amount of inconvenience to the supposed sufferer; the result is that at the third stroke administered under the new régime the needles begin to cry for mercy. As it is a point of honour with them never to complain whilst undergoing punishment they feel themselves very much in disgrace, and have serious thoughts of mending their evil ways.

The entries for the Races closed last Saturday and forty-two ponies have been entered. As far as numbers are concerned, this is fully up to the average, but the same cannot be said as regards the quality of the animals, at least as far as outward appearance goes. A heavy downpour of rain on Wednesday rendered the course unfit for training and owners who had been waiting for their trials up till the last moment were unable to get away, which caused one or two to abstain from entering, likely griffins. An attempt has been made to import the ill-feeling that exists between the adherents to the and the adherents from the Tientsin Club into the Race Club, two of the Stewards declining to attend a meeting of the Club Committee which was held in the Club buildings. It is sincerely to be hoped that this petty contention will soon be cut out, and that harmony may be restored between the two parties.

It has been definitely decided to make the Church of England service in Tientsin a permanent, the amount desired by the bishop having been raised by subscription. Mr. W. Brereton, late chaplain to H.B.M. Legation, Peking, has been appointed to the new charge.

Reminders of the speedy extension of the railway are making themselves heard, but how far there is any truth in such statements, it is impossible to say. The Emperor Dowager's plan of repaying the Yuan Ming Yuan, now that Yen Ching-ming is no longer at the head of the Board of Revenue, money is much more easily obtained by Her Majesty than heretofore, and she seems determined to make full use of her opportunities. *N. C. Daily News*.

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